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Vol. CXCVII No. 2574 WITH WHICH IS INCORPORATED THE GRAPHIC JUNE 4 1949

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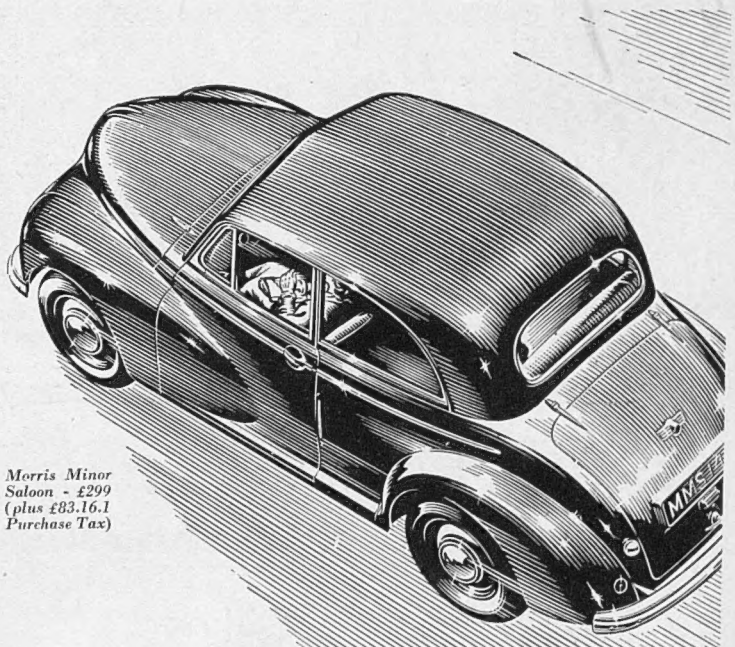

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Volume CXCVII No. 2574 The SPHERE, London, June 4, 1949

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

YACHT-RACING IN THE HEART OF LONDON—WITH THE THAMES EMBANKMENT AS GRANDSTAND, AND THE TRAMS AS BACKGROUND, DINGHIES TAKE PART IN THE RANELAGH SAILING CLUB'S DIAMOND JUBILEE RACES: Some of the sixty yachts which competed in the regatta seen as they rounded a buoy on King's Reach, between Blackfriars and Waterloo Bridges. Large crowds turned out to see this free Sunday show

London had its first official yacht race for more than a century when about sixty dinghies took part in the Ranelagh Sailing Club's Jubilee Races on the Thames. Hundreds watched from the Embankment and from Waterloo and Blackfriars Bridges as the National 12-footers, the Fireflies and the Merlins sped up and down King's Reach, At times the dinghies were completely becalmed and drifted back a little with the tide, which for a while was running very strongly. One boat lost its mainsail in a gust of wind, and there were yells of encouragement from spectators across the water as a crew battled to right a Merlin, its mast touching the water. The Merlin was righted and went on without losing its place in the race. A dozen of the dinghies were forced to retire with broken gear. Bill Kitchen, the Wembley speedway rider, received a special cheer from the Embankment crowds when he finished seventh in the Merlin class. There were several crews made up of husband and wife, among them Lord and Lady Avebury, who finished third in the 12-ft. National class.

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

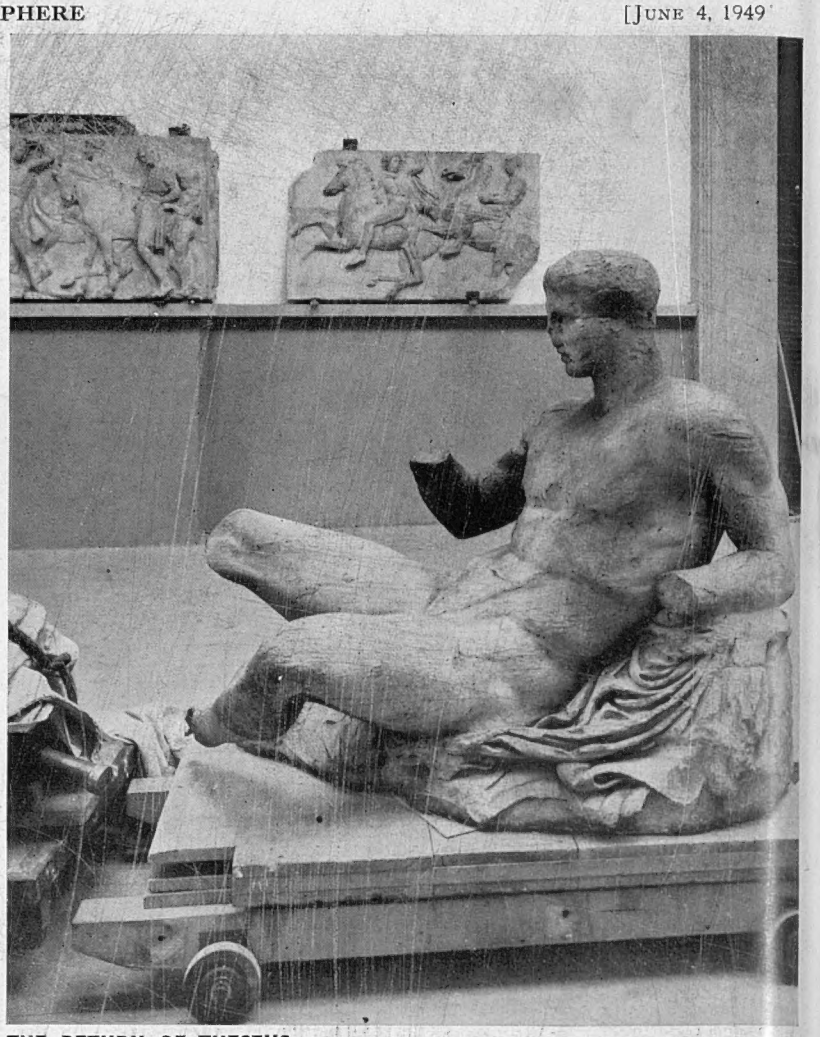
Ulster Visit.—Royal engagements are planned very long in advance. I make no doubt the visit of Princess Elizabeth to Ulster was arranged long before the very swift change in English relations with the Republic of Eire came about, and indeed the deterioration in those relations is all on one side. But I make no doubt that if the fixture had fallen to be planned only in the last three weeks, it would not have been planned. It would have been deferred. Quite obviously such a visit would call forth expressions of loyalty very irritating to Eire and anti-partitionists, and such inevitable phrases as "we are the King's men," or "the warmth of an Irish welcome and the loyalty which the name of Ulster recalls, remove any thought of separation and make us feel as much at home as in any other part of the United Kingdom," could only be as red rags to Eire. Such expressions not only fitted the occasion, but were perfectly just and entirely justified *per se*. But because they would inevitably be made on such an occasion, the accidence of the fixture was perhaps unfortunate, although no possible justification for postponing it could have been made out. It was a social occasion in a regular Royal programme and, as are all Royal occasions, an occasion of goodwill and of Royal grace and charm with its customary public response.

Workers on State Boards.—Mr. Gaitskell, imitating the Chancellor's realism, told the Electrical T.U. Conference that the Government would not grant seats on State Boards of nationalised industries to the workers. The Chancellor, at Bristol, went farther than the Fuel Minister. He said that workers were incapable of running State industries. Mr. Gaitskell argued, more tactfully, that such a proposal was a contradiction in terms. If workers' representatives became full-time members of the Board, they ceased to be or to represent workers. Nationalisation would be a prime issue at the General Election, and workers would be very wrong to assume that that issue would be judged only on *whether it had benefited the workers*. It would be judged as critically on whether it had given the public better service (and that has still to be proved in the very short time remaining). All of which I find unexceptionable in sense and logic and justice. Mr. Gaitskell added a rider of less patent soundness: "I don't believe we have got to the stage when everything can be run by committees." The proof of the pudding is in the eating. I thought we had been eating that pudding for a very long time, and had found it very indigestible. I hope that is what Mr. Gaitskell meant. Anyway, the audience did not enjoy Mr. Gaitskell's realism any more than his Bristol audience enjoyed Sir Stafford's bluntness. The public is dissatisfied with nationalisation because the promise of improved services is still to seek, and so far progress is retrograde.

Our National Character.—Strikes and more strikes—and on the most ludicrous grounds, against advice of leaders, in defiance of agreement. We are assured that they are mere flea-bites compared with what there were after World War I. But flea-bites can be irritating and indicate the presence of a flea. A woman novelist, once a supporter of Labour, has declared that Socialist policy is rapidly turning us into a fourth-class Power. A bug there is among us; but who introduced it is by no means clear. But a maggot of some kind seems to be tampering with our most solid national characteristics—those characteristics which have so often enabled us to achieve reform without bloodshed and to attain our ends by an admirable mixture of humour, common sense and the restraint and discipline which are derived from a sense of proportion and innate dignity. It is always a minority which makes bad news in headlines—it is certainly a very small minority that is developing a fourth-class mentality. In industry no worker with a sense of humour and proportion could down-tools for a mere whim or at a rumour and then resume work with nothing achieved—without a blush for his own unreason. World wars unseat reason and leave behind a poisonous bug which saps the strength of the weaker. They become an easy prey for other enemies. War brings also infinite suffering, but I think all experience shows that those who endure the least personal suffering, go furthest in the abandonment of reason and self-restraint. It is, for example, impossible to compare (in dignity, sense of duty and willingness to work) German and Austrian girls employed over here, with those who could (if they would) be their counterparts in England, without conclusions immensely to the credit of the former. Always we have had, as a nation, our proportion of frailty and foolishness and irresponsibility. I fear it is to-day higher than usual, higher than we can afford to keep it.

Through the Iron Curtain.—It is a commonplace that Londoners in particular and Englishmen generally are almost more pleased (and self-satisfied) by adverse criticism of their capital and institutions than by fulsome praise. We adore to be thought a nation "that muddles through"; our national pride is pinned to a reputation for eccentricity. We like to think that we muddle to good effect, and we are prepared to show cause. Nothing pleases us more than foreign criticism—and the more inaccurate the better. There is plenty usually to be found, and *The Times* has devoted a "light article" to the latest—an article from the Soviet Literary Agency. As an illustration of the awful state to which Capitalism has brought our once great capital, it paints a picture of "starving Londoners going forth into the suburbs on Sundays with guns and traps to kill rabbits, birds, squirrels and hedgehogs to add something to their hunger rations." *The Times* is very amusing in its estimates of the head of game still preserved in Golders Green or Walham Green. But soft! There is no smoke without fire. The Soviet marksman has missed the bull, but has scored an outer. I speak from experience of a local Bench. I can assure *The Times* that there are quite a number of "starving" City dwellers who go forth on Sundays in the shooting season, armed with an arsenal of guns, and ranging rather farther afield than the inner suburbs, usually return home with a satisfactory bag of better and tastier game than hedgehogs. I dare say that in the past year I have impounded a score of their weapons, from twelve-bore shotguns to ·22 rifles.

Channel Tunnel.—Once more, it appears, there is strong backing in the House of Commons for again exploring the avenues leading to a Channel Tunnel. Now that it is every Western nation's duty "*parler européen*," the idea is that France and her neighbours will cheerfully put their hands in their pockets to co-operate in the undertaking. As for the "avenues," they have been explored for 150 years at regular intervals, and the "cons" have always won on the military vote, the defence point, the danger of a sudden or trick assault. Two world wars in our time have convinced me that our little ditch is worth preserving in its fullest integrity. It has never prevented us from sending and supplying our troops overseas. It has undoubtedly prevented invasion, otherwise assured of success, by Napoleon and Hitler. I, too, have not forgotten Mr. Churchill's tribute to our little ditch in our precarious state in 1940. What of a Dunkirk? A tunnel would have done us no service then or there. Had it existed in 1939, it must, of course, have affected the whole plan of our co-operation with our allies, and upset the long-planned broad strategy of it. For the British sector of any European front against German aggression must have been based on, and covered, the mouth of the tunnel—leaving a wider gap to be filled on the Belgian frontier by the French. I do not think that any "surplus" money will be forthcoming from any quarter for such a project to-day.



THE RETURN OF THESEUS—ONE OF THE FIGURES FROM THE EAST PEDIMENT OF THE ELGIN MARBLES BEING RESTORED TO THE ELGIN ROOMS IN THE BRITISH MUSEUM: The marbles, which at the outbreak of war were removed to safety in the London Underground and to the basement of the Museum itself, are now gradually being replaced in the galleries, and will probably be on view to the public in August next. The collection was originally brought from Greece by the seventh Earl of Elgin, while ambassador to the Porte. The marbles arrived in London in 1806, after an adventurous journey, and they were acquired by the nation in 1816 for £35,000, less than half of the sum Elgin had paid to preserve them from destruction

"Time For a Quick One."—It saddens me to find that my sober and respectable club in Pall Mall has installed a "bar." In common with most London clubs, we have felt the breeze since the wars and we have had to look round for the means of subsistence. The wages bill and the costs of every essential for ever soaring, for ever call for more income. There is a limit (somewhere) to the raising of subscriptions. We were found too rooted in tradition to let ladies in, and, indeed, our noble house was not readily adjustable. We would not leave it, and we disliked any reform which would lead us nearer the railway hotel atmosphere. We introduced something on the lines of a cafeteria, and now we have fallen to a bar. I regret it. I am not blue ribbon, but I have never been comfortable in a bar, whether in a local or a metropolis. I positively detest being urged to eat or to drink. Both are necessary, humdrum exercises which, like breathing, should be done unostentatiously and as matter of course. In a bar, as it seems to me, a man is always called on to play a part, to be a little jollier or racier than Nature made him or his inclination prompts. I think the jargon of the bar proves that: "Time for a quick one." "What about a spot?" "Here's how." "Chin-chin." No, I was never called to the bar in that sense. I realise it is a money-maker; the more the drink costs, the more the demand for it. I dare say we shall increase our income by £2,000 a year. I don't fear to see my fellow-members rolling, roaring or stertorously breathing. Drunkenness went out with cheap gin and strong beer. But I hope none of them will press me to join him in a quick one. For I find a London club an expensive luxury enough.

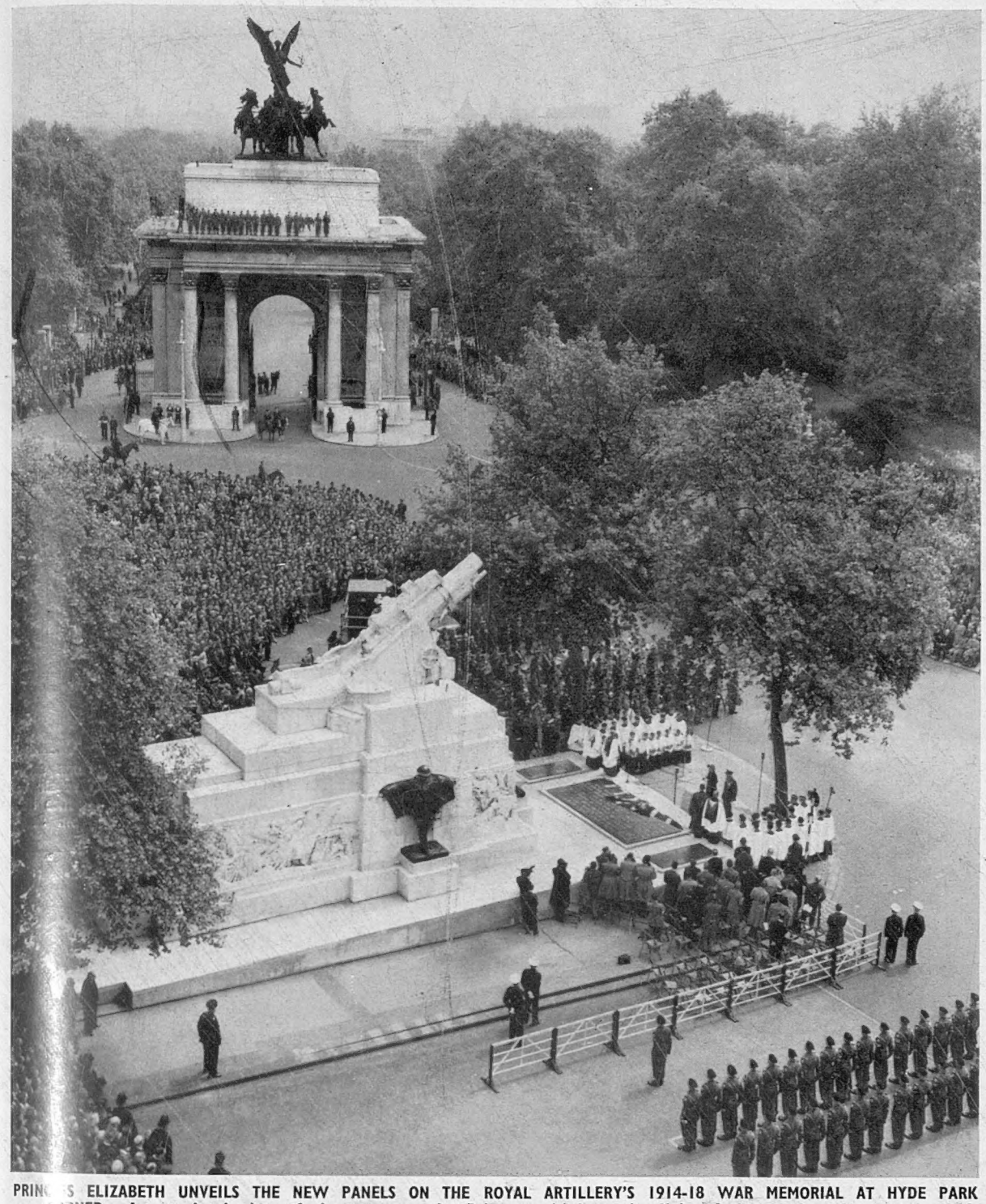
Prayers for Rain and Reason.—On Rogation Sunday we prayed for rain and for a right judgment for all the four Foreign Secretaries met in Paris. I had great faith in the result of the first prayer, which was answered in a matter of hours all over Sussex, and in a matter of minutes, embarrassing for the Bishop, at Wisborough Green. We are so short of the normal supply of rain—only 7 ins. since the year began and only ¼ in. up to May 22, that it seems a safe bet that June and July will go a long way to redress the balance. These are, unfortunately, the months which supply the chief open-air functions which give pleasure to the young and the many, and supply financial support for innumerable humble institutions. There is nothing sadder than a washed-out village fête, unless it be a schoolboy's cricket match or festival on which such long and high hopes have been expended. But rain is vitally needed, this island is no stranger to rain, and I fancy that organisers will not this summer hesitate to invoke the *pluvius* policy. With our prayers for reason we were perhaps on less sure ground, albeit the age of miracles never passes away and faith can still remove mountains. But if Mr. Vishinsky decided to inundate the Paris meeting with a non-stop downpour of co-operation, reason, restraint and brotherhood, I will never leave my umbrella at home again, even after a B.B.C. guarantee to farmers of a dry spell for several days. And Mr. Vishinsky has made a doubtful start.

THE OLD STAGER

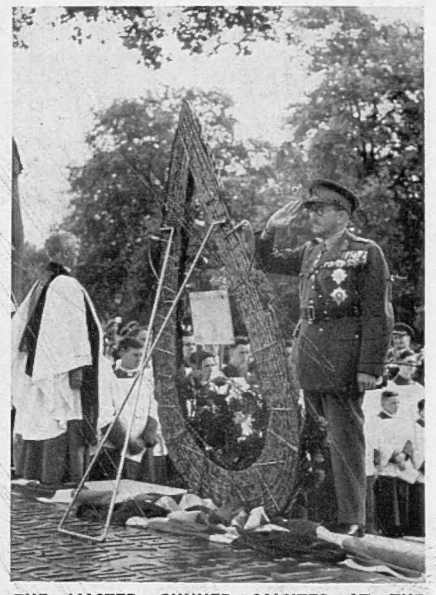
TO THE GUNNERS of 1939–1945

Princess Elizabeth Unveils the New Plaque at Hyde Park Corner

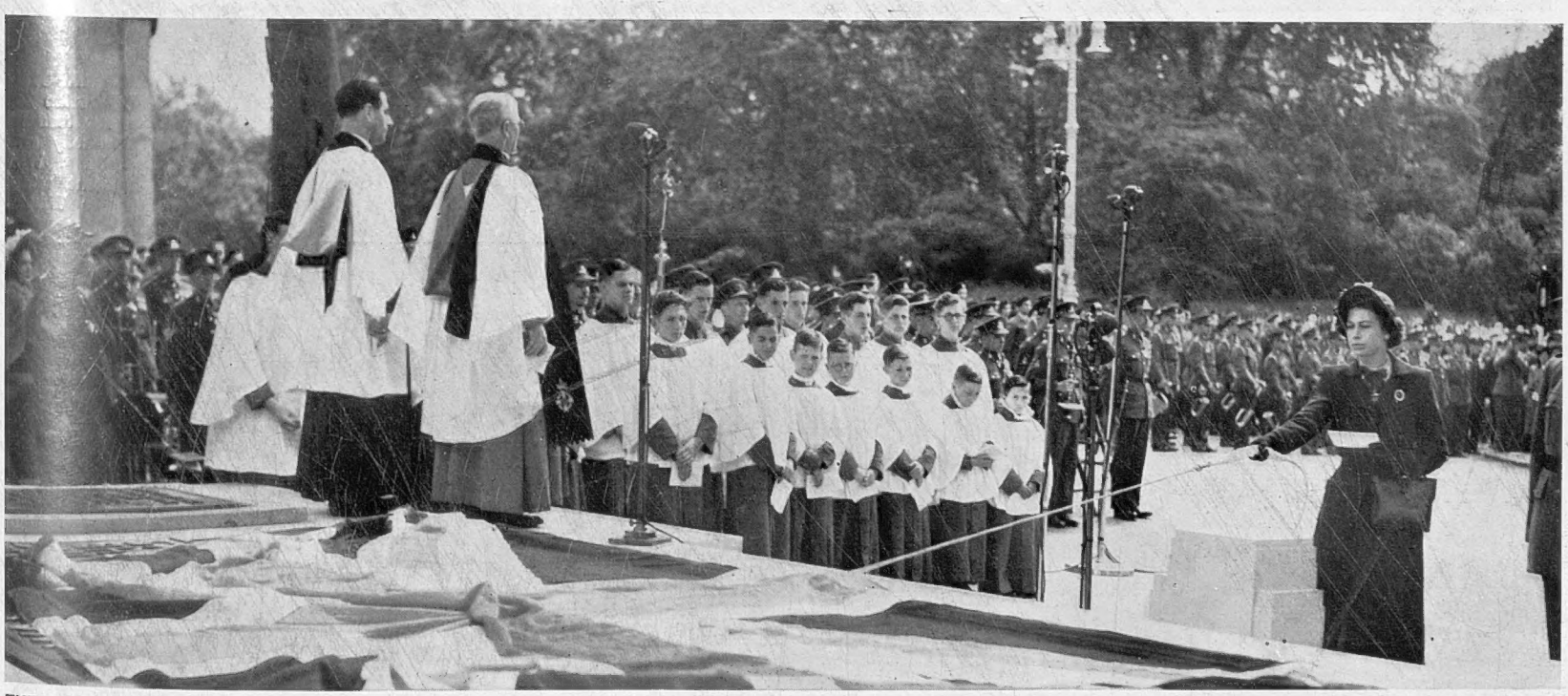
The 1914-18 memorial of the Royal Artillery at Hyde Park Corner, a 9·2-in. howitzer surrounded by gunners in bronze, has been left untouched except for a flight of new steps to the plinth on which have been laid three panels to commemorate the gunners who gave their lives in the Second World War. Last Sunday's ceremony at Hyde Park Corner, when Princess Elizabeth, who had just returned from her Ulster tour, unveiled the new panels, was deeply impressive. The reason for the modesty of the new memorial was explained by Lieut.-General Sir Wilfred Lindsell, President of the War Memorial Committee, who said that most of the £298,000 subscribed is being used to provide 164 houses for the regiment's disabled and war-widowed. Two groups of houses have already been finished, in Manchester and Penzance. There will be twenty-four such houses in London.



PRINCESS ELIZABETH UNVEILS THE NEW PANELS ON THE ROYAL ARTILLERY'S 1914-18 WAR MEMORIAL AT HYDE PARK CORNER: An overhead view of the scene as the Princess withdrew the Union Jack covering the centre panel. The centre panel commemorates the 28,924 of all ranks of the Royal Artillery who gave their lives in the war of 1939-45. Side panels record in smaller lettering the places all over the world in which gunners served



THE MASTER GUNNER SALUTES AT THE ROYAL ARTILLERY WAR MEMORIAL: Field Marshal Lord Alanbrooke standing in front of one of the newly-unveiled panels after placing there a wreath on behalf of the Regiment



THE MOMENT OF UNVEILING—THE PRINCESS WITHDRAWING THE UNION JACK COVERING THE CENTRE PANEL ON THE MEMORIAL PLINTH, THE LARGEST PANEL OF ITS KIND EVER TO BE CAST IN LONDON: Before the unveiling the Princess read the following message from the King—"The King, as Colonel-in-Chief of the Royal Regiment of Artillery, has asked me to convey to you his pride in the regiment and his sympathy with the relatives of the fallen. To-day we remember especially those families who lost their dear ones in the last Great War. Many of them are with us here. But we remember also those in this country and throughout the British Commonwealth who are unable to be present. These panels are dedicated to the memory of those who died upholding the motto of the regiment—*Ubique. Quo fas et gloria ducunt*—which is inscribed upon them. To the present and future generations of the Royal Artillery I say, we will remember them"

THE BERLIN RAIL STRIKE

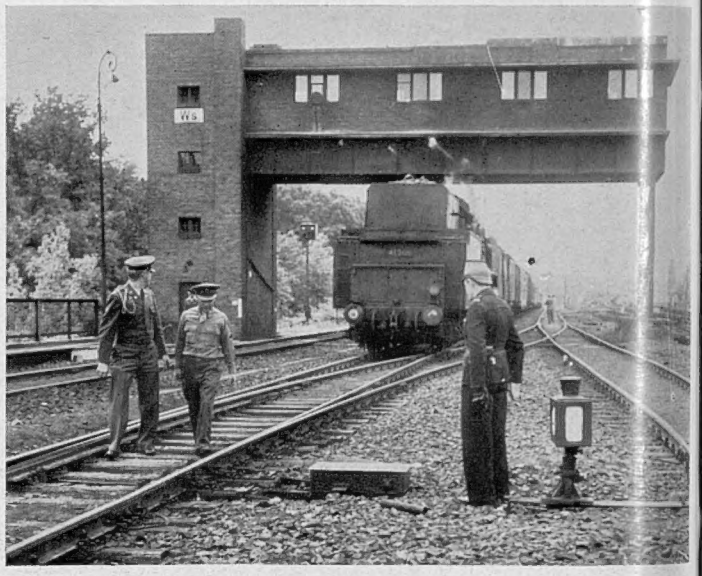
THE DIRE AFTERMATH OF THE BLOCKADE

The 12,000 railway strikers of the Western Sectors of Berlin, who went on strike because of the Russian refusal to satisfy their demands for payment in Western marks, were still dominating the situation in Berlin last week-end, and Russian attempts to restore normal working were foiled repeatedly. As far as the Western Sectors were concerned the strike created a situation for Berliners akin to that of the blockade, and on the sixth day of the strike only five trains reached Berlin, one of them after a journey of seventy-nine hours which is usually done in ten hours. It was a matter for gratification that the Berlin air-lift continued at a high rate.

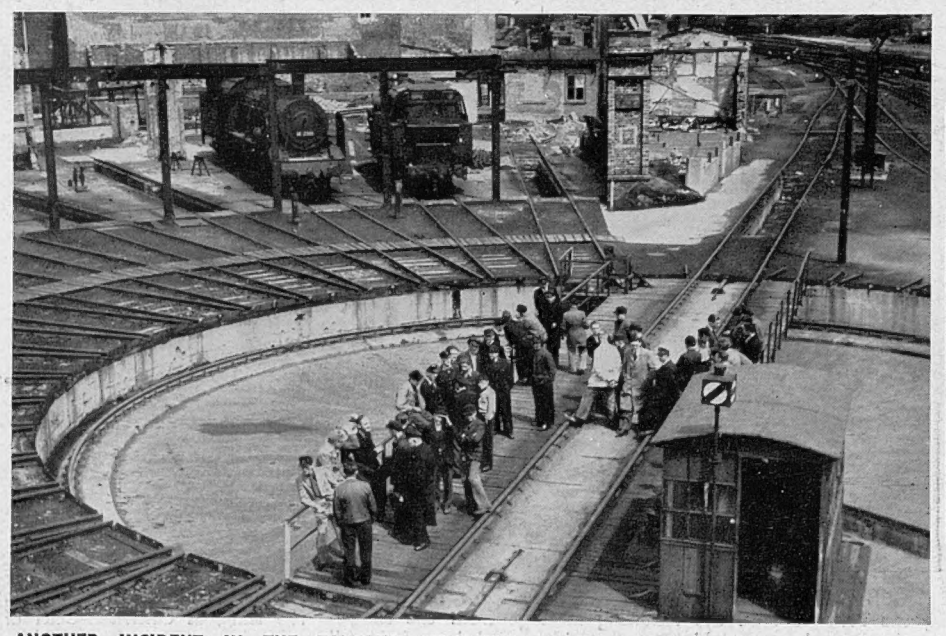
Last Monday it was reported that the Western Sector strikers were still maintaining an unbroken front, with neither the Russians nor the German rail authorities, whom they control, in a position to break it. There was, however, a gleam of hope when Herr Kreikemeyer, the President of the Reichsbahn, announced that he was willing to pay Western Sector workers at least 60 per cent. of their wages in Western marks. The words *at least* gave hope that there would be another advance on this offer.

ONE ASPECT OF A CHAOTIC SITUATION: Crowds of German rail strikers are kept back by a line of West German sector police as they watch railway workers and strike-breakers brought in by Russian Army officers arriving to repair the lines at the rail-yards in the American Sector of Berlin. Later the strikers broke through the restraining police lines and captured the train which is seen in the background. They then drove the train into the American Sector

RUSSIAN OFFICERS ATTEMPT TO UNDO THE DAMAGE DONE BY THE WESTERN SECTOR RAIL STRIKERS: They are trying to unlock the jammed switches at the Priesterweg freight yards in order to release sixty waggons of coal which had been stranded there since the start of the strike. They were foiled in their efforts, as they not only found many other jammed switches but some sections of the line entirely removed



AMERICAN OFFICERS HELP TO GUIDE A TRAIN INTO THE STRIKE-BOUND WANNSEE STATION: The train was held up in the Russian Zone of Germany, and for many hours there was neither food nor water available for the thirty-five passengers. It finally crept into the American Sector of Berlin at 3 m.p.h. When approached, the Russian-controlled railway management refused permission to strikers to help guide the train in to Wannsee



ANOTHER INCIDENT IN THE TANGLED SITUATION: Striking Western Sector railwaymen standing on a turntable to prevent Soviet-led strike-breakers from taking locomotives from the Round House at the Anhalter Station during an attempt by the Russians to restore traffic. This incident occurred on the sixth day of the stoppage

A RED ARMY MAJOR SEES RED: Major Sulichin with arms outstretched storming at a Russian German interpreter (right) as he tried to persuade the strike leaders to resume operations at the Anhalter Station, in the American Sector of Berlin. The District Police Chief, Herr Finger, who is seen on the left, tried to mediate, but with no effect. Major Sulichin brought with him to the Anhalter Station a band of railway workers from the Soviet Sector, but they were not allowed to begin operations

PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH IN NORTHERN IRELAND: The Royal visitors at Aldergrove R.A.F. station, where they landed at the start of their three-day visit. The Princess is smilingly acknowledging the salute of Sir Richard Pim, Inspector-General, Royal Ulster Constabulary. On the second day of the visit the Princess and the Duke both received the Freedom of Belfast from the Lord Mayor

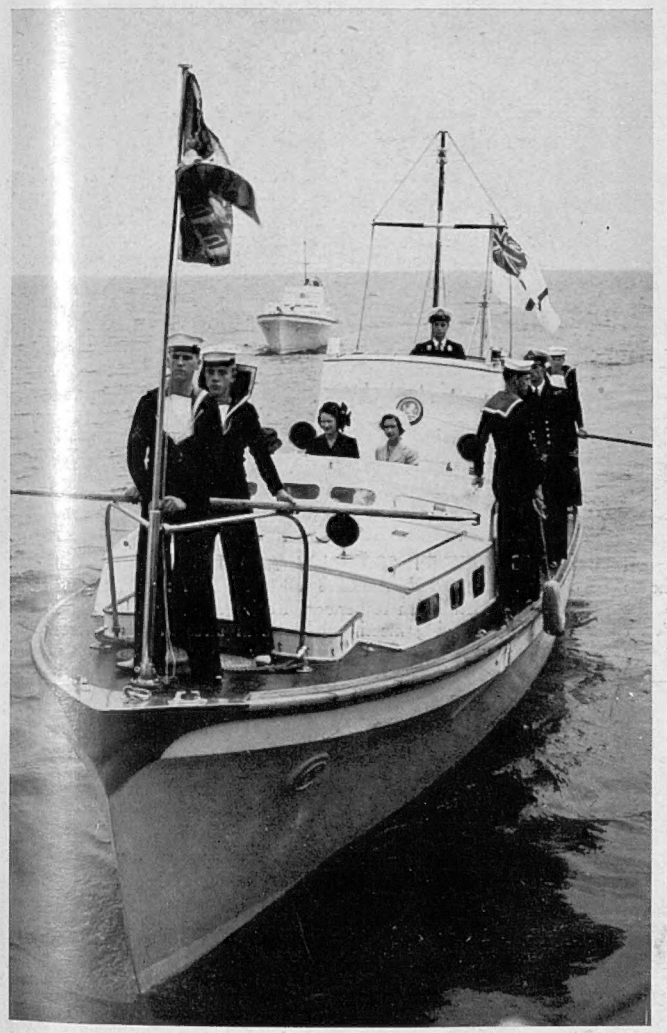
Princess Elizabeth IN ULSTER Princess Margaret IN VENICE

"The warmth of an Irish welcome and the loyalty which the very name of Ulster recalls, remove any thought of separation and make us feel as much at home in your midst as in any other part of the United Kingdom."

With these words Princess Elizabeth began her reply to Alderman Sir William Neill, Lord Mayor of Belfast, after she had received, and the Duke of Edinburgh had received also, the freedom of the City of Belfast. Needless to say, the Royal viewpoint on partition drew generous cheers from her audience, which did not include the Nationalist and Eire Labour members of the City Council.

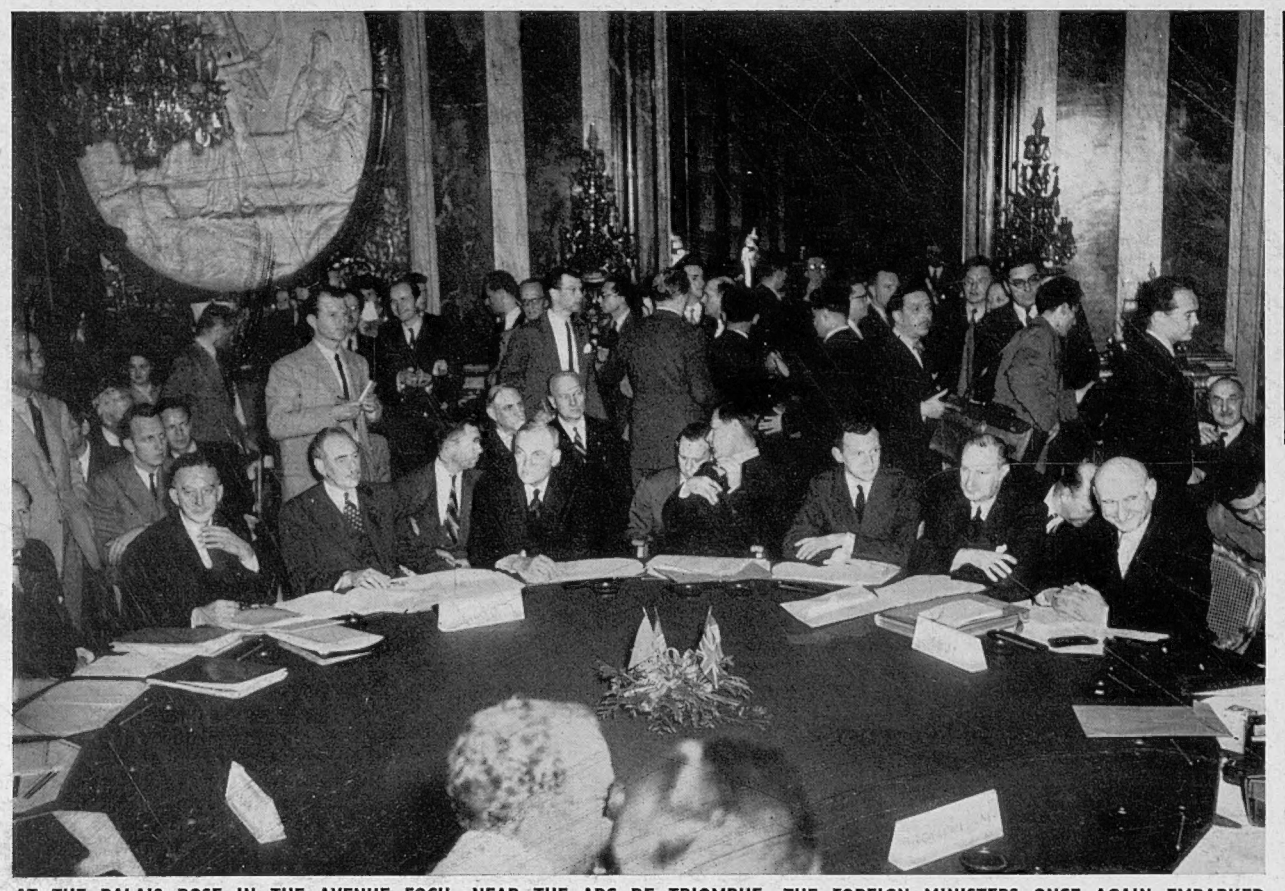
Throughout the three-day visit there were scenes of great enthusiasm in the Northern Irish capital. Sir Basil Brooke, Premier of Northern Ireland, declared at a State dinner attended by the Princess and the Duke: "By the will and the wish of the Ulster people we are King's men and therefore we welcome you to Northern Ireland."

THE ROYAL VISIT TO A LINEN WAREHOUSE: The Princess watching linen being packed for export at Lamonts, Belfast. In the course of a busy day the Princess and the Duke saw several aspects of Northern Ireland industry. One of their visits was to Harland and Wolff's



PRINCESS MARGARET PAYS A VISIT TO THE BATTLESHIP "VANGUARD": Her Royal Highness with Lady Mary Harvey, her Lady-in-Waiting, as she sailed out into the waters of the Adriatic before going aboard the warship and attending Divine Service. The Princess knows the "Vanguard" well, as she travelled in the battleship to and from the Cape on the occasion of the Royal tour of South Africa in 1947. During the visit depicted here, the Princess telephoned from the communications room to the King at Buckingham Palace and sent Queen Mary greetings on the occasion of her eighty-second birthday. After her stay in Venice the Princess journeyed to Switzerland, where she spent three days, and last week-end she arrived in Paris, where she was the guest of the British Ambassador and Lady Harvey

PRINCESS MARGARET MAKES A MORNING GONDOLA TOUR ALONG THE CANALS OF VENICE: The Princess seen with Her Lady-in-Waiting, Lady Mary Harvey, and Mr. Clifford Wheeler, the British Information Officer at Venice. On her arrival in the city the Princess was welcomed officially in the Piazza Roma by the British Consul-General and the Prefect of Venice



AT THE PALAIS ROSE IN THE AVENUE FOCH, NEAR THE ARC DE TRIOMPHE, THE FOREIGN MINISTERS ONCE AGAIN EMBARKED UPON THE PERILOUS SEAS OF EUROPEAN DIPLOMACY: The gathering at the round table on the first day of the meeting, when the Big Four started off well, for once agreeing on the agenda. M. Robert Schuman, Foreign Minister of France, who is seen on the right, welcomed the visiting statesmen to the Rose Palace, and took the chair at the opening meeting. On the left of this picture is the United States delegation centred round Mr. Acheson, Secretary of State

FOUR POWERS MEET at THE PALAIS ROSE

Renewed Discussions in Paris on the Thorny Question of German Unity

It was fitting that the Foreign Ministers should meet in the palatial Parisian ho of the Duchess de Talleyrand-Périgord, no name in European history rings mo surely of diplomacy and its tortuous pat and it calls to mind a Prince, a Fore Minister of France in Napoleonic days a after, whose conciliatory diplomacy gave h some claim to be a good European.

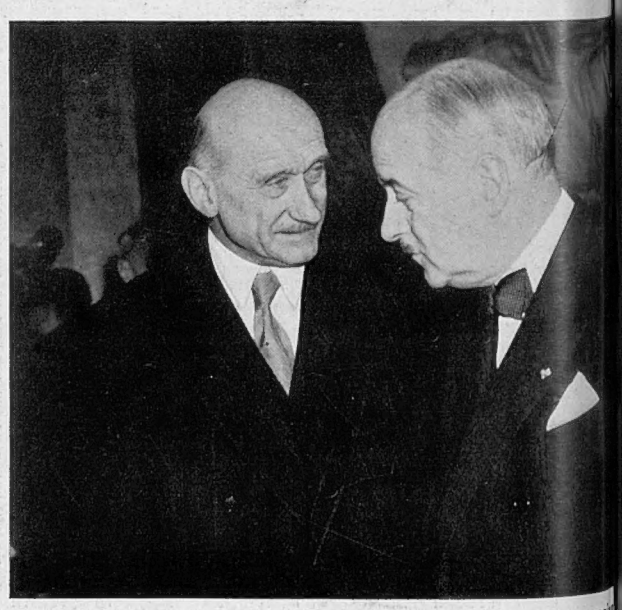
The start of the Council of Fore Ministers was happy enough upon t occasion; in fact, never before has there be such hearty goodwill at an opening session such an air of bonhomie, and, believe it not, such pleasant, carefree jesting. "I hope," said Mr. Vishinsky, "we shall rea decisions this time." Mr. Bevin: "A depends on you." Mr. Vishinsky: depends perhaps three times more on y others than on me."

It was all so friendly, this gathering the Pink Palace, and it was not until t third day that the first rift appeared, w Vishinsky, in his old manner, denouncing t trizonal organisation in Western Germa

MR. DEAN ACHESON CONFERS WITH HIS ADVISERS: The Secretary of State is seen (left) at the inaugural meeting of the Council of Foreign Ministers at the Palais Rose. Mr. Acheson was at loggerheads with Mr. Vishinsky regarding the Soviet Minister's suggestion that the Allies should return to the idea of an Allied Control Council in Berlin, which would exercise co-ordination of Four-Power activities. Mr. Acheson declared this would be going back to a system that had failed disastrously

BRITAIN'S FOREIGN SECRETARY AND HIS ADVISER ON MILITA GOVERNMENTAL AFFAIRS IN GERMANY: Mr. Ernest Bevin w General Sir Brian Robertson, British Military Governor in Germa At the opening meeting Mr. Bevin stressed the difference betwe German unity and Allied unity on the question of Germa

THE SOUL OF BONHOMIE—THE SOVIET FOREIGN MINISTER PREPARES TO TAKE HIS SEAT AT THE COUNCIL TABLE IN AN ATMOSPHERE OF GENERAL GOODWILL: Mr. Vishinsky arrived at the Palais Rose in rare good humour, exchanging jokes with Mr. Bevin, Mr. Acheson and M. Schuman. The first session continued in this atmosphere, but on the third day Mr. Vishinsky attacked



THE FRENCH FOREIGN MINISTER: M. Schuman (left) at the openi session at which he welcomed the delegates on behalf the nation. M. Schuman has been Foreign Minister the past nine months, giving continuity to French po

THE PALAIS ROSE, SCENE OF THE MOMENTOUS COUNCIL OF FOREIGN MINISTERS: The Council Chamber, overlooking the Avenue Foch near the Arc de Triomphe, with the round table set for the Big Four and their advisers. At the quarter sections were four golden chairs for Mr. Bevin, Mr. Acheson, Mr. Vishinsky and M. Schuman. The Palais Rose belongs to the Duchess de Talleyrand-Périgord, formerly Countess de Castellane, formerly Anna Gould, of New York. The house of Talleyrand-Périgord had its origin in the Dordogne in the twelfth century, and its greatest figure was the Charles Maurice de Talleyrand-Périgord, Bishop of Autun, who served Napoleon Bonaparte as long as it suited him, and served France in a career that lasted into the fourth decade of the nineteenth century

THE GRAND STAIRCASE OF THE PALAIS ROSE AND A CORNER OF THE COUNCIL CHAMBER: The stairs are of terra-cotta red marble and the wall panelling is of grey-green marble. There is a wealth of gold ornamentation. *Right*—The furnishings of the Council Chamber are of gold and crystal, with mother-of-pearl inlaid on blackened oak. It took three weeks to prepare the Palais Rose for the arrival of the Foreign Ministers

The DOLLAR, the POUND, and the COLD WAR

The Interplay of Finance Upon World Affairs

By FERDINAND TUOHY

WHILE the Big Four joust over the future of Europe in the Rose Palace of the Bois de Boulogne, the eyes of the men in the Kremlin are assuredly more fixed upon another aspect of the cold war, one upon which they have set their highest hopes, only, so far, to be disappointed.

Is this the long-awaited slump in America and will it bring down the Marshall Plan in its wake, thereby retrieving for Communism what it has lost in Western Europe in the past year and clearing the way for the final regional advance amid chaotic economic and financial conditions?

Soviet economists are known to be baffled by the delay in the appearance of the crisis which, according to their theories, is inevitable. What sweet music it must be in their ears when they hear the Marshall Plan Administrator, Mr. Paul Hoffmann, saying that the next few months are going to be "very crucial." Music the sweeter because there are unmistakable supporting signs in Britain, America's leading companion in the defensive crusade.

Two dominant trends need to be taken into consideration in reviewing events in the United States. Each has been manifest for some time. The first is called a "recession," a "slide," neither of which words comes with the thump of a "slump." The second is a mixture of waste and over-spending—though where one ends and the other begins, is no easy matter to determine.

Evidence of the "recession" requires no emphasis. It is there in the latest figures: employment in manufacturing 1,500,000 below last September's peak, with last month showing the sharpest fall yet: 330,000; the working week shrunk to just over thirty-eight hours; average weekly earnings dropped to £13 3s., or 12s. 6d. below December's record; fall in the production index to about 10 per cent. below the figure of six months ago; drop in retail trade turnover of around 12 per cent.; continuing fall in prices.

If the fall in prices should prove a limited one, this would show a "healthy" recession and be welcomed, because lower American prices would not only mean a lower cost of Marshall Aid to Europe, but smaller expenditures of scarce dollars by Europeans on essentials which must be bought in the United States. But there is no sign yet that the ground floor has been reached and, in fact, the American public is holding off purchases in the hope of a further fall.

There is also this side to it, which is not so good: falling prices means that British and Continental — European — exports to the United States must be sold there for less, and will be sold with more difficulty. The latter applies equally to other markets where Europeans compete with America.

The really crucial question is—how big is the American slump going to be? Harvard Professor of Economics Snider thinks it is already worse than that of 1923-24, but not so bad as 1920-22 when industrial production declined by 33 per cent. and commodity prices by 46 per cent. Prof. Snider thinks that in the present case each category will have slumped by 25 per cent. before 1950 is through, which means a further fall of 15 to 20 per cent.

President Truman's reported intentions bear out this assessment, for he is credited with preparing anti-depression measures to meet the possibility of 6,000,000 unemployed next year. The aim of his suggested Economic Expansion Bill would be to help and stimulate work-making developments, encourage industry to expand, and make small loans to out-of-works provided they seek to start afresh elsewhere.

By all accounts there is little on the surface of the American scene to indicate the rumblings just below it. People everywhere seem to be doing so well. Yet this buoyancy is deceptive if we are to accept the reading of that wise elder statesman, Mr. Bernard Baruch. Mr. Baruch is said to be due here, on his way to Stalin, to see if some move towards "peace with self-respect" is not possible. His views on the American enigma are no less arresting.

"All business is now on a fear-to-fear basis; everywhere activity is choked back by clawing uncertainty. . . . Without organised self-restraint, what the cold war is now taking could wreck us." Mr. Baruch goes on to say that the United States is trying to "spend" its way out, and spending a tenth of its national income on the attempt. "How much can we do—and for how long—without wrecking ourselves and taking the world with us?" he asks.

Mr. Baruch answers his question by saying that his country must "pace" itself, which may be read as indicating a pressing need for discipline and restraint. The tired and horrid word "austerity" is not used. If America can "pace" itself, it can win in war, or in the more difficult competition to sustain prosperity while maintaining a state of readiness for war.

This is where we proceed to the second trend—vast spending. Soviet strategy is to bankrupt the United States, and not so long ago a second great American, General Eisenhower, had something to say about that. He put his finger on one of the great dangers inherent in the present tremendous preparations of the United States for a possible war—the danger that these efforts might weaken the national economy more than war itself.

The General's thought—that the greatest problem of all is to attain external security without causing that domestic disintegration which would be the prime objective of any foreign foe—was reflected in the Eberstadt Report to the President, which partly summed up: "There is a growing belief among responsible officials that Communist strategy in the struggle for the world is to force the United States into greater and greater expenditure, and thereby to achieve victory through bankruptcy."

How huge these expenditures already are, may be judged from the expected cost of the cold war in 1950. It is to go up by one-seventh over this year, and attain a minimum of 21 billion dollars, or over £5,000,000,000. This should cover all foreign aid (except such "backward areas" aid as may yet be introduced) and all outlay on the armed forces, which of itself claims nearly £4,000,000,000. That there is enormous waste, is shown by such trifles as 9,000 tanks "mislaid" since 1945.

All those who do not wish to be overrun by Communism may well ponder how long the Americans can afford to maintain a cold war expenditure of £5,000,000,000 a year. Taft takes the view that the United States cannot yield to the full foreign aid request, have a record peace-time military budget, and also take care of its own people.

It is a salutary thought for people who seem to think American resources are unlimited, who take far too much for granted, of what is done on their behalf, and are too ready with the sneer or barbed criticism when a fraction is lopped off Marshall Aid. There is no difference as regards ultimate goal between the Anglo-Americans striving to win the airlift and their striving to win campaigns in the economic and financial fields.

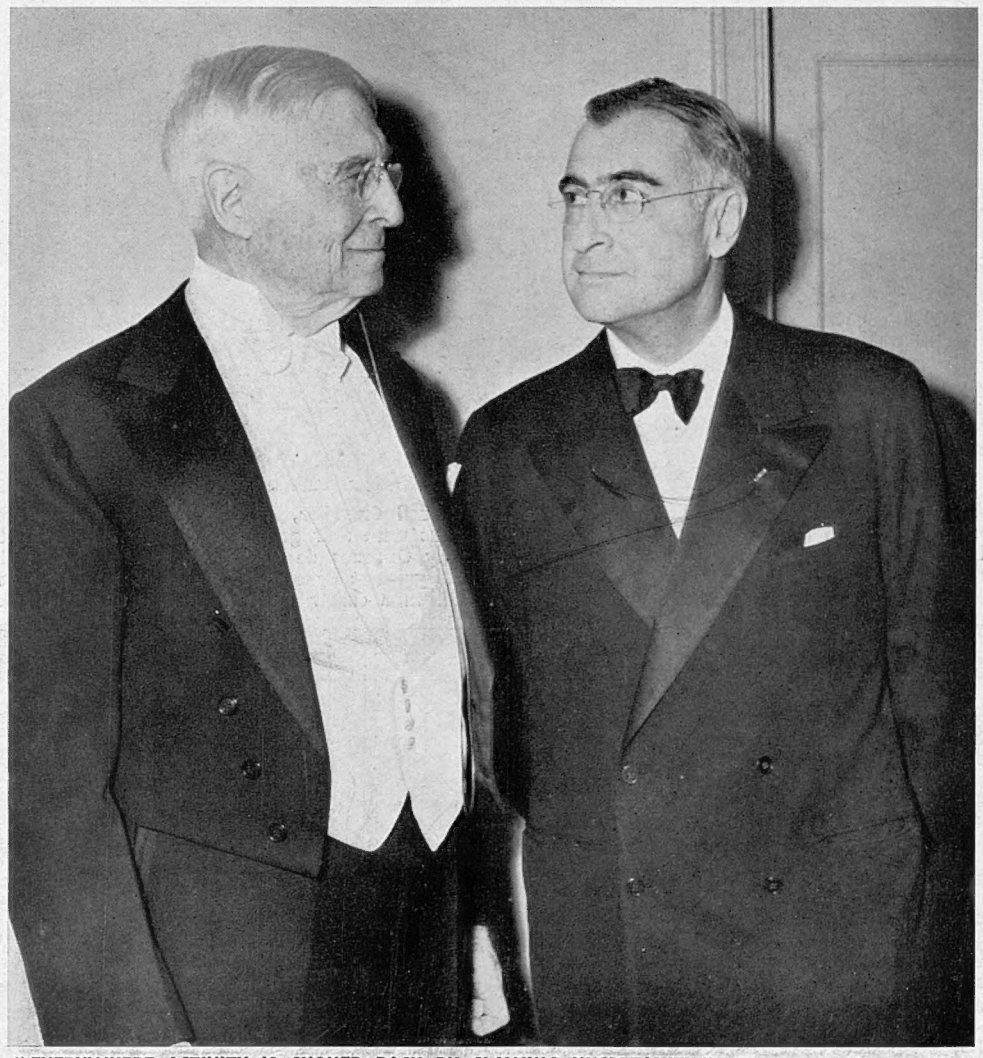
Thus Americans might ask themselves more closely than yet, just what effect a devaluation of the £ would have on the course of the cold war. Mr. Aldrich of the Chase Bank did what was expected of him by saying it was entirely a matter for the British Government. Yet things have not been working out like that in practice. A high-powered campaign is in full blast, aimed at positively pushing Britain into a devaluation; indeed, some of the heat and argument almost suggests that political hostility to British acts is the spur rather than level economic thinking.

On the face of it, the £ does need revaluing against the dollar. The Americans insist it is worth only 15s., and Britain cannot sell her goods.

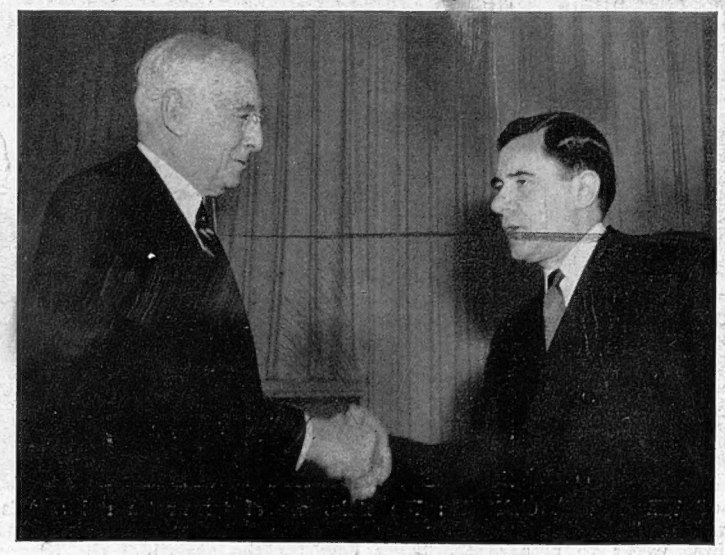
The main argument across the Atlantic is that British "mulishness" in refusing to conform to glaring facts is queering Marshall Aid, which will have to be continued years longer at American expense unless the British Treasury unbends.

The American view is that a new set of realistic par values should be worked out for all members of the International Monetary Fund. Yet have the Americans seen all round the subject in terms of cold war jointly waged?

A cut in sterling would in all likelihood be followed by a depreciation of other currencies in Europe. That would nullify the British stratagem to export more, and so we'd go round the mulberry bush, someone would suggest more devaluing, exactly what the Kremlin hopes may happen.



"EVERYWHERE ACTIVITY IS CHOKED BACK BY CLAWING UNCERTAINTY": These are the words of Bernard M. Baruch (left), wise elder statesman of American politics, who is seen in this picture with his son, Bernard Baruch Junior. Mr. Baruch Senior is determined upon an understanding with Russia. After the First World War Mr. Baruch was Economic Adviser for the American Peace Commission. During the Second World War he was head of a unit in the U.S. office of War Mobilization



On left—**MR. BARUCH AND MR. GROMYKO: The American elder statesman and the Soviet diplomat at an Atomic Energy Commission meeting in 1946. Mr. Baruch's proposed visit to Stalin, which has lately been announced, is designed to seek "peace with self-respect"**

SHANGHAI CITY OF BARTER

LIFE IN THE SEAPORT AS THE COMMUNISTS CLOSED IN

On May 24, the Communists entered Shanghai. The so-called last-ditch defence of the greatest city in China crumbled in a night.

The citizens of Shanghai accepted the change-over calmly enough, and indeed received the conquerors with a certain show of enthusiasm. Those who had been disposed to fly had done so long since, before the rail and road escape routes had been cut by Maotze's encircling movement. The tide of life flowed on in Shanghai, and it was not to be expected that under the Communists the economic chaos of the last few months would be righted miraculously. The pictures on this page give an idea of conditions in the city just before the fall, when Shanghai became a city of barter and paper money was so plentiful that it was well-nigh worthless, and silver dollars were so scarce that they were hoarded. This currency situation created chaos on the sidewalks, and on every hand the barter dealers were plying their trade.

THE HAWKERS, PEDLARS, STREET ENTERTAINERS AND BARTER DEALERS HOLD SWAY ON THE BUND: This overhead view, taken in Shanghai as the Communist armies increased their grip on the outskirts, shows groups of citizens and refugees gathered round the open-air dealers. Since big firms in Shanghai have been paying people in goods because of the fantastic inflation of the last few months, many thousands of citizens have resorted openly to barter, exchanging rolls of cloth for rice or any other food they could obtain. Money has been well-nigh useless, with the gold yuan, once four to the dollar, rising daily to even more astronomical figures. Under Communist rule the financial situation cannot ease immediately

BARTER IN FULL SWING ON THE SIDEWALK: Citizens, whose wages had been paid in rolls of cloth and with other goods, anything, in fact, except money, attempting to sell the goods either for cash or exchange them for things they required. There was a certain amount of silver coinage in circulation, but most people were disposed to hang on to this as it was resistant to violent fluctuations of the yuan

Below—**ARMOURED VEHICLES OF THE NATIONALIST ARMIES ROLLING THROUGH THE FRENCH SETTLEMENT AREA OF SHANGHAI, THE AREA WHICH A FEW DAYS LATER WAS THE FIRST TO BE OCCUPIED BY THE COMMUNISTS:** This parade by the Shanghai garrison was largely staged to help last-minute recruitment, and placards borne on some of the vehicles urged the public to join up and help the Nationalists to fight the Communist enemy at the gates

THE SIDEWALK FINANCIER—A SHANGHAI HAWKER COUNTS HIS DAY'S TAKINGS, SOME THOUSANDS OF GOLD YUAN NOTES, AMOUNTING IN ALL PROBABLY TO ONLY A FEW SHILLINGS: Inflation in Shanghai has gathered pace since last autumn, and its progress was hastened, it is said, by Communist under-cover currency dealings

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A DEMONSTRATION OF JET-ASSISTED TAKE-OFF IN SAN FRANCISCO BAY : A P.B.M. Mariner of the American Coastguard Service taking off during a demonstration at a regatta. It had landed in the bay to show the speed of modern-day rescue operations conducted by the U.S. Coastguards. Jet-assisted take-off is now used for land and sea operations, on land where the runways are short, at sea when boisterous conditions prevail. The Mariner is now a veteran, and during and since the war there have been four production versions

NEW YORK'S AIRPORT FOR HELICOPTERS—HELIPORT NO. 1, WHICH HAS JUST BEEN OPENED BY THE METROPOLITAN AVIATION CORPORATION UNDER A LEASE FROM THE CITY : The Heliport is located at Pier 41 on the East River at Montgomery Street. The landing fee is 1 dollar for helicopters weighing under 3,000 lb. Helicopters are now coming into New York with some regularity, and only recently a Hiller 360 put in at Manhattan on completing the last leg of a 5,000-mile journey from California, a record in long distance helicoptering

THE BRABAZON EMERGES

And Other Flying News of the Moment

THE BRISTOL BRABAZON COMES OUT INTO THE OPEN—THE 130-TON AIR-LINER, "THE QUEEN MARY OF THE SKIES," OUTSIDE ITS GIANT HANGAR AT FILTON AERODROME, NEAR BRISTOL, PRIOR TO ENGINE AND FUEL TESTS: Taxi-ing tests are expected to take place some time this month, and she will probably take the air before the end of the summer. The Brabazon was due to fly in August 1947, so she is now almost two years behind schedule

Normal teething troubles which beset all original and bold designs have been met with in the Brabazon, for no one in Britain has as yet built an air-liner or bomber approaching the dimensions and weight of "The Queen Mary of the Skies." The first Brabazon, which has been brought out of its Filton hangar for engine and fuel tests, will fly at not more than 250 m.p.h., but succeeding models, using prop jet engines, will have cruising speeds of 350 m.p.h., and, with a range of 5,000 miles, would fly non-stop above the weather from London to New York. Cutting out stops at Newfoundland and Shannon, the Brabazon will have a marked superiority over most other transatlantic aircraft, and when the full Brabazon and de Havilland Comet programmes are in operation, Britain should seize and hold the Blue Riband of the Atlantic. Meanwhile, the Stratocruiser dominates the situation on this all-important route. For taxi-ing and flight tests of the Brabazon 1,000 instrument dials and oscillographs have been installed in the Brabazon; taking up half the fuselage. To save time in checking performance all instrument readings will be recorded photographically or plotted automatically for analysis in the flight research laboratory. So that each group of dials shall give complete data without the need for cross-reference the instrument dials are grouped in twelve panels. For the photographic recording of readings two types of cameras are being employed. For those panels where readings will remain approximately constant during one condition of flight the periods between photographs will vary between 10 mins. and 2 secs. For this purpose a negative 5 ins. by 5 ins., large enough for 170 dials, is used. Where the rate of change of dial reading will be higher photographs may be taken at as high a rate as four a second. Two mirror galvanometer oscillographs will record low-frequency vibrations, such as those caused by aerodynamic forces, and steady strains in the structure. High-frequency vibrations, such as those caused by engine forces, will be recorded by cathode ray oscillographs. Three lamp recorders, each containing 120 lamps, will keep a continuous check on the operation of the various emergency services. Finally, to cover special needs which will inevitably arise during the tests, a number of portable and self-recording types of instruments have been provided. By these means a detailed record of the aircraft's behaviour at each stage of tests will be available.

HOW PAN-AMERICAN AIRWAYS SERVICE THEIR CONSTELLATION CLIPPERS AT LONDON AIRPORT: *Above and on left*—These two views show the curious-looking hangar, built in two halves, which is erected as an engine dock for aircraft. The hangar is fitted with fluorescent lighting with power from its own petrol-electric engine, and has been constructed to give comfortable working conditions to engineers engaged in routine overhaul during the colder months

1. GERMANY GETS HER MAGNA CARTA: Professor Ernst Reuter, Lord Mayor of Berlin and the city's delegate to the convention, signing the new Constitution at Bonn

2. COMMUNISTS WHO ABSTAINED: Reimann (front row) and Renner, who remained seated while the West German Constitution was signed

3. POSTER WAR IN TRIESTE: A street-corner newsvendor's stand and one of the city's statues adorned with exhortations to vote in the elections

4. INDIA'S GOVERNORS MEET AT NEW DELHI: Presiding at the head of the table is H.E. Sri Rajagopalachari, Governor-General of India

1 and 2. WEST GERMANY BECOMES A REPUBLIC: On May 24 the three Western Zones of Germany were united in a Federal German Republic. In a one-hour ceremony at Bonn, the chosen capital of the West, the new Constitution was signed by the members of the Constitutional Assembly, and countersigned by the Prime Ministers of the eleven States and the Presidents of the Diets. Immediately afterwards, Dr. Adenauer, the President of the Assembly, formally promulgated the Constitution and announced that the Republic would be in existence from midnight. Only the two Communist members of the Assembly, Messrs. Reimann and Renner, refused to sign the Constitution. On Constitution day in Bonn there was quite an air of festivity, which was accentuated by the black, red and gold flags of the Republic, which hung from windows and public buildings in great profusion.

3. IN INDEPENDENT RURITANIA: The Free City of Trieste, with a cruiser or destroyer always on duty in the harbour and General Airey, an American Commander in Chief, to keep the peace with the aid of 10,000 troops and 6,000 tough Venezia Giulia police, is in the throes of a borough election campaign. The pro-Italy, the pro-Cominform and the pro-Tito parties are the dominant factors in this election and, although the result (to be declared in mid-June) has no immediate bearing on the future of Trieste, all three parties are fully aware that the Free City cannot remain indefinitely as an independent Ruritania. The overhead costs are too high when there has to be one soldier or policeman to every eighteen civilians. Most dominant feature of the election campaign, the first municipal election in Trieste for twenty-seven years, has been the liberal use of posters. Posters even cover the statues in the city, and there is no law, it seems, to check the abandoned efforts of the party propagandists.

4. THE FIRST MEETING OF THE INDIAN GOVERNORS: The heads of the nine provinces met officially for the first time at Government House, New Delhi, under the chairmanship of the Governor-General, His Excellency Sri Rajagopalachari. Mr. Nehru, who had lately returned from the London Conference, where India's status within the Commonwealth was decided upon, was present at the conference. On his return to India the Premier found a certain amount of internal criticism of his policy. In a message to the nation he declared that he was convinced that, far from injuring the honour and interests of India, the action he took in London had "kept that honour bright and shining."

A Foreign Survey

NEWS FROM THREE CONTINENTS

5. TERROR OVER TERRE HAUTE: With a noise which a survivor described as being "like that of a dozen freight trains passing overhead," a tornado descended upon this Indiana city. It was one of several "twisters" involving Middle-Western and South-Western States in America.

A DANISH ROYAL WEDDING: Prince Flemming, son of Prince Axel of Denmark, uncle of King Frederick, with his bride, Miss Ruth Nelsen, daughter of a Copenhagen business man. Before the wedding Prince Flemming renounced his rights to the throne. The King conferred the title of Count and Countess Rosenburg on the couple.

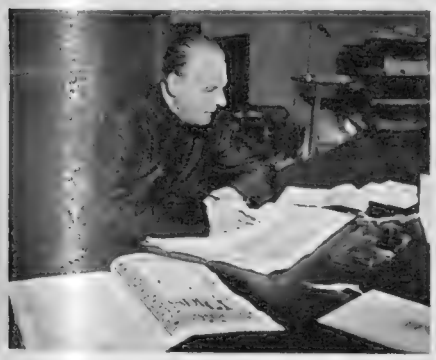
5. A TORNADO RIPS ACROSS THE INDIANA COUNTRYSIDE: This menacing-looking photograph was taken as a storm bore down from the west upon the city of Terre Haute

6. SUPPORT FOR PÉTAIN: Marquis Andre de Belleval waves his cane and calls for a halt at the Paris auction sale of the aged Marshal's personal belongings

7. TITO BUILDS A CITY OF STEEL: New Government offices rising in the heart of modern Belgrade, scene of savage Nazi raids in the course of 1941

causing millions of dollars-worth of damage, and costing thirty-four lives. A series of pictures of recent tornado and flood havoc in the United States will be found on page 351 of this issue.

6. "VIVE PÉTAIN" WAS THE CRY: The aged Marshal, still a prisoner on the Ile d'Yeu, off the western coast of France, came into the forefront of the news when an auction sale was held in Paris of some of his possessions. As a result of the disturbances in the auction room, the sale was eventually abandoned. The ex-Marshal was deprived by the sentence passed on him at the end of his trial of all his present and future possessions, and this sale consisted largely of objects—books, pictures, models of boats, a wireless set—many of which had been presented to him in the course of his journeys about France during the Occupation. The sale had scarcely got under way when an elderly retired cavalry officer, the Marquis de Belleval, cried out, to the accompaniment of supporting shouts of "Vive Pétain," that the sale should either be stopped or its proceeds given to Pétain's heirs. General de Serigny, who was Pétain's chief of staff at Verdun, took up the same theme. The crowd in the saleroom seemed mostly to be in favour of these comments, although there were some counter-demonstrators. With the arrival of police and the peaceful evacuation of the room, the sale was suspended.



PREPARING TO PROCLAIM THE HOLY YEAR: Father Luigi Trussardi, a high officer of the Vatican Chancellery, engaged in writing out a fair copy of the Papal Bull announcing the great events of 1950. It was presented to Pope Pius on May 25, and it was read the following day in the four major basilicas of Rome, starting with St. Peter's

7. THE RISE OF THE NEW BELGRADE: In the heart of the Yugoslav capital is rising a great block of new Government offices in concrete and steel, a tribute to the energy of a purposeful people now poised rather perilously between East and West. Belgrade to-day is a city of astonishing contrasts. Many of the shops are closed altogether, and others offer shoddy goods at fantastically high prices, presenting a very different sight from the easy-going luxury that prevails in modern Italy. With Marshal Tito as the driving force, however, Yugoslavians are making a tremendous effort to battle through to economic freedom, and the way in which the youth organisations have helped in building railways and in the creation of a fine new motor road into Belgrade typifies the spirit of the country to-day.

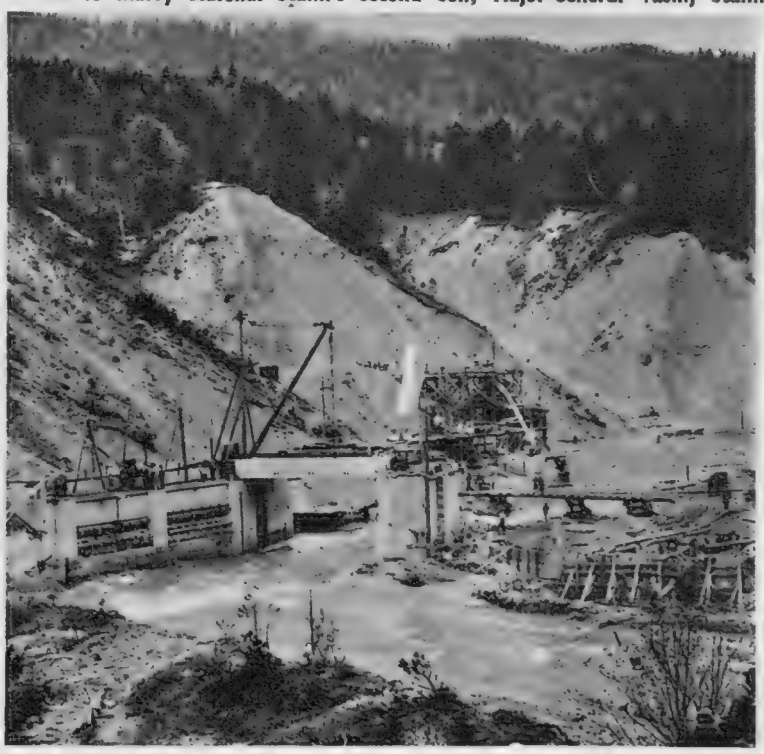
8. THE ENGAGEMENT OF SVETLANA MOLOTOV: The daughter of the Russian Vice-Premier and ex-Foreign Minister is not much better known in the West than any other Russian woman to-day, but her brief appearance at the twenty-one nations Conference in Paris, and a picture taken of her at the Paris Opera, serve as a reminder of her Slavic good looks. Her husband-to-be is Major-General Vasilij Stalin, second son of the Generalissimo, who had the honour of leading the Air Squadron in this year's May Day fly-past.

9. HONOURING ELIZABETH FRY: The Australian air hostess, who received a presentation recently at Essendon Aerodrome, Melbourne, will always be remembered for her courageous action in November 1948, when she calmly conducted passengers to safety from the A.N.A. airliner *Kurana* before it caught fire after crashing at Mount Macedon, Melbourne. Many men and women prominent in Australian aviation circles were at Essendon to do Miss Fry honour, and, needless to say, there was a big gathering of her fellow air hostesses.

10. HYDRO-ELECTRIC DEVELOPMENT ON THE AUSTRO-GERMAN BORDER: The Riss River rises in the Austrian part of the Karwendel Mountains. It is now being led through three tunnels, the first two being each two miles in length, through spurs of the mountain range, and it will flow eventually into Walchen Lake, Bavaria, where turbines will create electrical power for Bavarian industry. The final breakthrough in the tunnel system was made last month, but it will be some time yet before any power is forthcoming from the Riss River scheme.

9. REWARD OF VALOUR: An Australian air hostess, Elizabeth Fry, receiving a salver, presented by Lloyds, from the Managing Director of Australian National Airways

8. THE ENGAGEMENT OF MR. MOLOTOV'S DAUGHTER: Miss Svetlana Molotov, with her father and Mr. Byrnes in Paris shortly after the war. She is to marry Marshal Stalin's second son, Major-General Vasilij Stalin



10. FRONTIER DIVERSION: The Riss, which rises in the Austrian part of the Karwendel Mountains, is here brought into Bavaria to supply power

Infinite Variety at CHELSEA FLOWER SHOW

Last week tens of thousands of Londoners, and thousands more garden lovers from the Home Counties, went flocking to Chelsea for the Royal Horticultural Society's Spring Show in the grounds of the Royal Hospital. Although, just as in 1948, the rain teemed down on the opening days, there were also many fair intervals, and the visitors were rewarded by a post-war show of pre-war magnificence. The most spectacular feature, as ever, was the series of formal and informal gardens, and the cunning with which these had, in the space of a few days, been moulded into the landscape won general admiration. This was not the only big problem confronting the exhibitors, and some of them are said to have achieved prodigies of forcing and retarding so that their plants should be just at their best for the week of weeks.

Pride of place went to the sweet peas this year, and there was a gold medal award for the new sweet pea Princess Elizabeth, in a new shade of salmon-pink. In one garden, which also gained a gold medal, there were over 150 species and varieties of lilies. Although late in season there were also many notable varieties of tulip.

THE ROYAL HOSPITAL GARDENS TRANSFORMED: The entrance to the ornamental gardens section at the Chelsea Show, which this year lacked none of the splendours of pre-war days. In the marquees was a magnificent display of flowering trees and shrubs

THE FIRST PEACH-COLOURED IRIS EVER RAISED: This fine specimen was exhibited at the Chelsea Show by Sir Cedric Morris, the Welsh artist, who has produced the blooms after many years of experimentation. He named the variety Strathmore, in honour of the Queen's family. Sir Cedric is Principal of the East Anglian School of Painting

CYMBIDIUM PERINE: An orchid display at the Chelsea Show. This year orchids were not widely exhibited, the accent being upon the less exotic flowers

AN OLD-WORLD ROCK GARDEN, COMPLETE WITH BABBLING BROOK, SPRINGS INTO BEING IN THE HEART OF CHELSEA: Such gardens as this have to be planned about a year ahead. Plants have to be specially grown in the previous autumn, and the garden takes about three weeks to place in its setting in the Royal Hospital grounds. It stands for about three-and-a-half days and takes five days to remove. Flanking the rock pools in this setting were generous drifts of alpine phloxes, mimuluses and thrifts

IT WAS CALLED "THE GARDEN OF LOVE": This setting was designed by Ian Walker, of Surrey. It is a delightfully intimate old-world garden, making use of a small space. The circular garden-house was roofed with mossy tiles, and in the foreground was a pool, with stepping-stones leading to a small lawn

A FORMAL COTSWOLD GARDEN WHICH ATTRACTED MUCH ADMIRING ATTENTION: This display was the work of Ralph Hancock, of Knightsbridge. The design made ingenious use of the line of trees which stands on one flank of the Royal Hospital Gardens, and the stone wall gave a hint of floral delights upon the lawns beyond

IF ATOM BOMBING BEGAN

Army Chiefs Discuss the Future Organisation of Civil Defence

Just what would we do if atom bombing began? This rather ponderous thought provided the central theme of the fourth post-war annual conference at Camberley. The conference, called by the Chief of the Imperial General Staff, Sir William Slim, was named "Exercise Britannia," and some 200 officers from home and oversea commands, with a sprinkling of distinguished visitors from abroad and with advice and help from the Home Secretary, Mr. Chuter Ede, and his colleagues, gathered to decide upon the Army's role in the general scheme of civil defence.

The matters discussed on "Exercise Britannia," of course, remain a top secret, but the civilians present probably heard with awe of the new efficiency of radar-controlled A.-A. gunnery which, with its modern fuses, could certainly deal destruction among atom-bombing squadrons though it is doubtful if anyone went away with deeply ingrained illusions about our safety in the event of war.

THEY HELD A WATCHING BRIEF: Lieut.-General Eddy, of the United States Army, and Sir Henry Tizard, of Britain's Civil Defence Research Committee, at the Camberley Conference

BRASS HATS AND BOFFINS: Some central figures at the fourth of the post-war annual conferences staged at the Staff College, Camberley. The theme this time was the future organisation of Civil Defence with particular reference to the part to be played by the Army. In the foreground Field-Marshal Sir William Slim, Chief of the Imperial General Staff, is with Field-Marshal Viscount Montgomery, chief of the Western Union Armies. The Home Secretary attended the opening session and several of his advisers were present throughout the Conference

THE CHIEF OF THE IMPERIAL GENERAL STAFF AND THE HOME SECRETARY: Field-Marshal Sir William Slim and Mr. Chuter Ede seen together at the Camberley Conference. During the '30's Sir William Slim held the post of Instructor at the Camberley Staff College

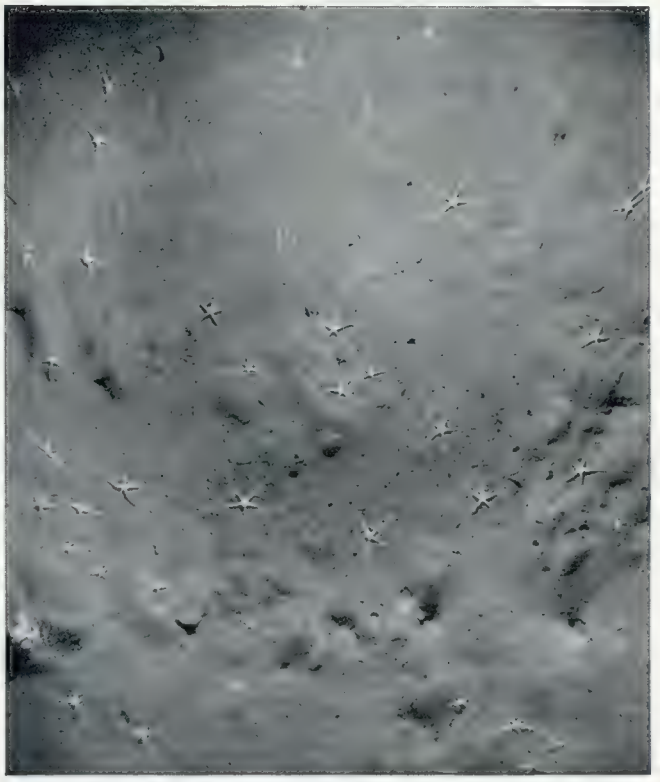
A DISTINGUISHED VISITOR FROM THE COMMONWEALTH: Major-General H. D. Graham (left), Vice-Chief of the Canadian General Staff, with Mr. Wilkinson, Under-Secretary at the Ministry of Health, and Lieut.-General Sir Evelyn Barker

1,000 FEET UNDER THE SEA

The First Successful Pictures of the Sea Bottom, Taken in South African Waters

684 FT. UNDER THE SEA : These first successful photographs of the sea-bed to be taken in Cape waters were made 21 miles west of Dassen Island, which lies about 40 miles north-north-west of Capetown. In the above picture, the dark, circular object is a purple-coloured sea urchin ; the pebble-like objects are hermit crabs ; and the stars are brittlestars (ophiuroide)

The camera used to take these first successful pictures of the sea-bed in Cape waters was borrowed from the Department of Biology of the University of Columbia. In American waters, photographs have been taken at a depth of 3½ miles, and further experiments are to be conducted, while the camera is in the hands of the South African biologists, at greater depths. Only one photograph can be taken at a time with the deep-sea camera. It is enclosed in a water-tight, metal box, which will withstand a pressure of 8,000 lb. a square inch, and it has to be raised and lowered again after each exposure is made. The pictures on this page were taken from the South Africa Fisheries survey vessel *Africana*



934 FT. DOWN : Numerous brittlestars make a formal pattern on the sea-bed. In the bottom left corner is a seapen or pennatula. The holes and tracks are made by marine worms

684 FT. DOWN : The fish is a large Tripletail—sometimes called the rat-tail. Top centre is a seapen. Among the numerous brittlestars and hermit crabs, a starfish can be seen just above the tail of the fish on the left

1,320 FT. DOWN : This picture was taken off Cape Columbine, which lies about 45 miles north of Dassen Island and some 85 miles from Capetown. It shows five seapens ; one, in the bottom right corner, lying on its side

OPERATING THE DEEP-SEA CAMERA : The camera is mounted at an angle at the end of a 21-ft.-long pole. In the centre is a flash bulb and, at the other end, a metal tube which houses the mechanism for firing the flash bulb and tripping the camera shutter when it hits the sea-bed. One of the chief difficulties was the synchronising of the flash with the shutter. The small sail prevents the apparatus from spinning as it descends to the bottom. Each picture covers an area of about four feet square of the sea-bed

THE PROGRESS OF WHITEHALL'S MONSTER BUILDING: Steelwork rising on the vast site between the Victoria Embankment and Whitehall, where a giant block of offices is being erected in accordance with a scheme decided upon before the war. When the preliminary excavations were carried out in the '30's, foundations of the old Palace of Whitehall were unearthed. Henry VIII's wine cellar, a fine piece of Tudor brickwork, is in a fair state of preservation and is being incorporated in the new structure. The building will have a main frontage of 550 ft. and a height of 128 ft. It will accommodate at least four Ministries and several thousands of Government employees

REPAIRING THE ROOF OF WESTMINSTER HALL: Scaffolding in position at one end of the famous hall—3,000 cub. ft. of timber are being used for the present work of restoring the celebrated hammer-beam roof. The wood comes from the Courthope estate in Essex, the very same estate which supplied the wood when King Richard II remodelled and rebuilt Westminster Hall back in 1398

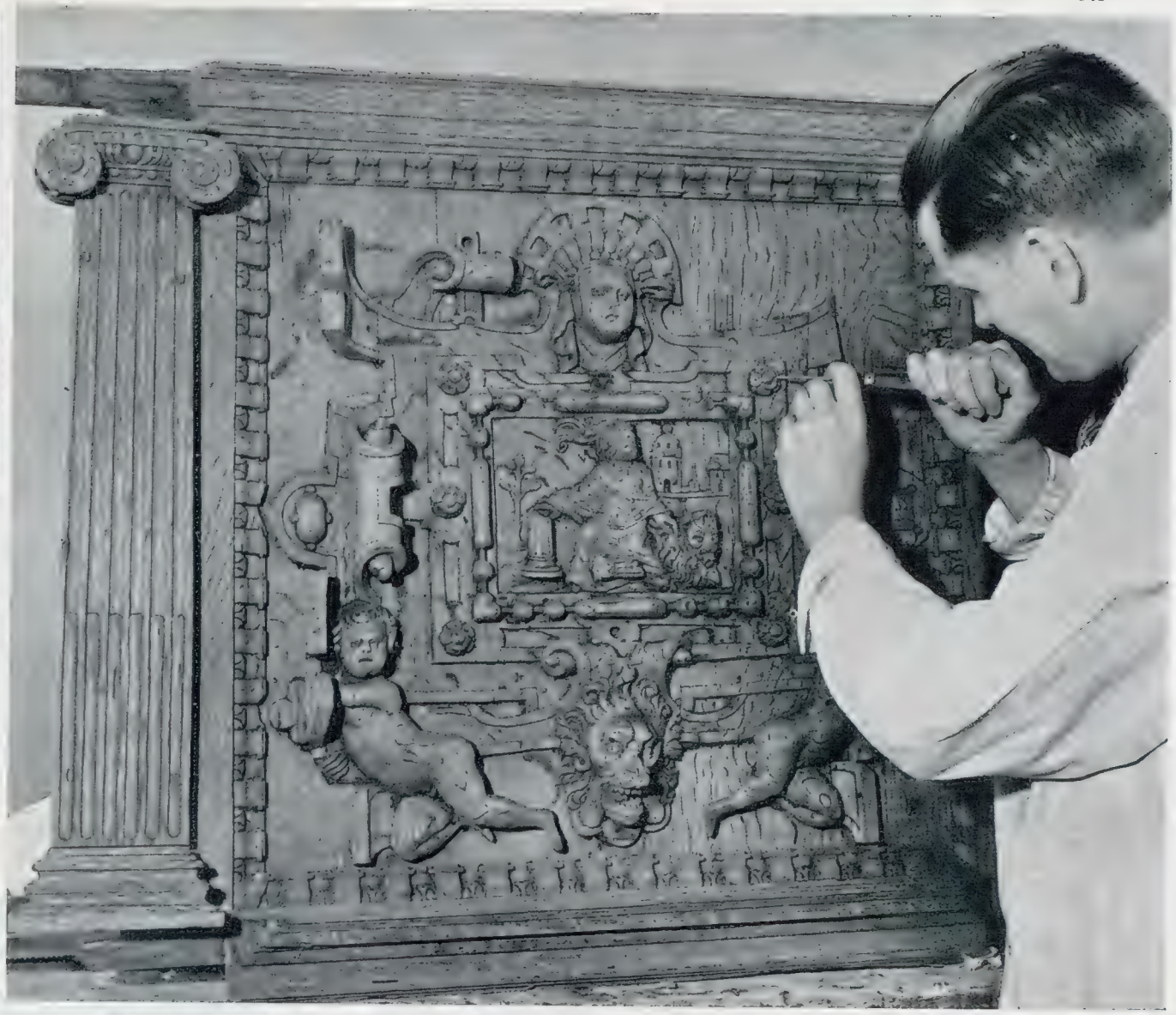
THE NEW HOUSE OF COMMONS CHAMBER TAKES SHAPE: An exterior view of the building showing how the steel framework has now been clothed with Clipsham stone to the summit of the parapet. Unseen by the general public, for the exterior of Parliament does not bear witness to the major disaster which overcame the Commons, the new Chamber is rapidly taking shape, and, in a little over two years, members of "the best club in the world" will be able to return to the traditional site of their labours, and conclude their long sojourn as the guests of the Lords, whose powers they have sought so unremittingly to curtail. The work on the interior of the Commons Chamber appears to be going well, and already it is taking definite shape. It will be a Chamber with many improvements upon its predecessor. There are to be a few links with the old days, some burnt stonework being incorporated with the new stone

In London Now

RESTORING THE OLD

CREATING THE NEW

Although damage to Middle Temple Hall, off Fleet Street, was severe, it has been found possible to repair it, and the famous Hall, when work is completed, will be much as it was after it was built in 1572. Shakespeare's *Twelfth Night* was played in Middle Temple Hall before Queen Elizabeth in 1602, six months after the first performance at the Globe Theatre, and it is thought that Shakespeare himself took part. The unique carved oak screen dates from 1575 and the doors were added in 1671. Two interesting but false theories have been advanced concerning the screen: one, that it was said to be an exact copy of the Strand front of old Somerset House; the other, that it was constructed from timber used in ships of the Spanish Armada. It has been established, however, that the screen was set up in 1575, thirteen years before the Armada was ready to sail.



A CRAFTSMAN AT WORK ON THE MIDDLE TEMPLE HALL'S SIXTEENTH-CENTURY OAK SCREEN: The screen, which was crushed by falling masonry when the hall was hit by a bomb in 1940, is now being pieced together and preparations are being made to erect it in its old position in front of the Minstrels' Gallery. Piecing together the fragments has been an immense labour. After the bombing the fragments were stored in sacks down in the Crypt of the Middle Temple

A SCULPTURAL FIGURE ADORNING ONE OF THE DOORPOSTS OF THE SHATTERED RENAISSANCE SCREEN: A section of woodwork about to be placed in position in the Middle Temple Hall. As the work goes on the task becomes easier, but at first the sorting of fragments seemed to be endless

A CRAFTSMAN AT WORK ON ONE OF THE ORNATE ENTRANCE WAYS THROUGH THE SCREEN: The existence of a good scale drawing of the Middle Temple's Renaissance screen has been of immense value, for this has made it possible to substitute new carving, adhering in minute detail to the original, for those fragments splintered beyond recognition. It is remarkable how much of the screen survived the ordeal of the blitz, albeit in fragments of greatly varying size

BRITAIN'S VAST NEW COALFIELD

Rich Seams are Brought to Light on Whittington Heath, near Lichfield

Last July the drilling team of a Swedish boring company was killed in an air collision near Northolt. The men were *en route* to Whittington Heath, near Lichfield, to carry out operations on behalf of the Geological Survey of Great Britain. In August another Swedish boring team was despatched to this country, and since then they have been working steadily in a corner of Whittington Heath, two miles from Lichfield. A fortnight ago the Lord President of the Council, in answer to a question from Jennie Lee, M.P. for Cannock, told the House of Commons that valuable discoveries of economic importance had been obtained from the Whittington bore, and he even suggested that when the field had been further explored the amount of coal in the area might be several times as great as the 400,000,000-tons estimate.

Whittington Heath is an expanse of 1,000 acres. It is War Department ground, now used for Army training purposes. As far back as 1886 a mining engineer, W. Fairley, of Gentleshaw, published a survey of the Cannock Chase coalfield in which he wrote that "coal lies under Lichfield; and that in fact it extends right away from Gentleshaw through Whittington Heath to Tamworth, there can be no doubt; and there is no more likely place for a colliery than Gentleshaw Common, or Whittington Heath." Mr. T. Eastwood, assistant director, Geological Survey, who is in charge of the present Whittington drilling operations, has always believed in the existence of an immense untapped coalfield in South Staffordshire.

ON THE SITE OF BRITAIN'S NEW COALFIELD : A picturesque scene in the South Staffordshire village of Whittington, near Lichfield, where the Geological Survey of Great Britain, part of the Department of Scientific and Industrial Research, has made a deep bore, contacting good-quality coal at a depth of about 3,000 ft. Seams 8, 6 and 5 ft. thick have been found, as well as several smaller seams. At a minimum estimate the experts say the new coalfield should contain 400,000,000 tons

THE DRILLING SITE ON WHITTINGTON HEATH : The discovery of the seams links the Warwickshire and Cannock Chase coalfields and makes the South Staffordshire field half the size of Lancashire's. It will extend the life of the existing coalfield by more than eighty years at the best rate of production. The boring on Whittington Heath will continue until a total depth of 4,000 ft. has been reached

LOWERING THE DRILL TO 3,550 FT. : George Porter, of Tamworth, engaged in boring operations on the Whittington site. The bore is 4 ins. in diameter, and the crown of the drill is studded with industrial diamonds

EXAMINING A NEWLY-DRILLED CORE : Mr. Tom Eastwood (left), Assistant Director of the Geological Survey, and the foreman on the Whittington site, Mr. T. Johanssen, who leads the Swedish team in their operations. The drill goes down 10 ft. at a time and then brings up samples

EDINBURGH TURNED OUT IN FORCE TO SEE THE GUARDS GO BY: The men of the 1st Battalion The Scots Guards being dismissed on the Castle Esplanade after they had marched through the centre of the city, providing a touch of pageantry which proved a great attraction to vast crowds at the opening of the General Assembly of the Church of Scotland. They marched to St. Giles's Cathedral, where they were inspected by the Duke of Gloucester. It was the first time since 1934, when they were inspected by George V, that a detachment of the Scots Guards had marched through Edinburgh in ceremonial dress

LORD LYON KING OF ARMS, HERALDS AND PURSUIVANTS, IN TABARDS BLAZONED WITH THE SOVEREIGN'S ARMS, WERE A COLOURFUL FEATURE OF THE CEREMONIAL: The heralds took part in the service at St. Giles's and also preceded the Lord High Commissioner's entry into the Assembly

THE DUKE OF GLOUCESTER INSPECTS THE GUARD OF HONOUR: His Royal Highness, in his capacity as Lord High Commissioner, passing down the ranks of the detachment of the 1st Battalion of the Scots Guards in Parliament Square, Edinburgh. After the inspection the Lord High Commissioner and the Duchess of Gloucester attended the noon-day service in St. Giles's

SCARLET AND GOLD IN EDINBURGH

A Return to Pageantry at the Opening of the Church Assembly

After years of khaki-clad austerity, Edinburgh enjoyed a day of real pageantry with the presence of the Scots Guards in scarlet coats and bearskins at the opening by the Duke of Gloucester of the General Assembly of the Church of Scotland. There was not an inch of space to spare round Edinburgh's Parliament Square when the Guards marched in. While the city magistrates and other dignitaries filed into St. Giles's Cathedral, the Duke, as Lord High Commissioner, inspected the guard of honour. Later in the General Assembly the Duke saw the installation of the new Moderator. In his speech to the Assembly the Lord High Commissioner referred to the time of challenge and crisis now being faced by the Christian faith, and spoke of the shadow of atheistic materialism "which looms over great areas of what was once called Christendom."

THE DUCHESS OF GLOUCESTER ARRIVING AT THE ASSEMBLY HALL: Her Royal Highness with Lord Provost Sir Andrew Murray. The Moderator referred to her as a daughter of Scotland and extended a warm Scottish welcome

HISTORIC PETERSHAM CHURCH, SURREY, FOR THE RESTORATION OF WHICH VANCOUVER CITY COUNCIL HAS LAUNCHED AN APPEAL: Captain Vancouver, after whom the Canadian seaport city was named, died at Petersham in May 1798, and last year, on the 150th anniversary of his death, the Lord Mayor of London took part in the annual ceremonial at the graveside

Captain George Vancouver, the 150th anniversary of whose death was commemorated last year, entered the Navy as a boy of thirteen and sailed in the *Resolution* under Captain Cook. In the years that followed, Vancouver became one of our foremost navigators, surveying the south-west coast of Australia, where he discovered and named King George's Sound, and examining the recesses of Dusky Bay, New Zealand, where Cook had marked on the chart "Nobody Knows What." In 1791, he reached Tahiti, and in the following year touched the north-west coast of America, sailing past the island that was later named after him and up the strait of San Juan de Fuca to the spot where the City of Vancouver was to be built. Vancouver returned to England in 1795 and devoted the last three years of his short life to the preparation of his journal. He died at Petersham in 1798, and was buried in Petersham Churchyard. The people of British Columbia have always taken an interest in the grave of the great navigator, and last year, in the presence of British Columbia's Minister of Trade and Industry, an arbutus tree was planted at the Petersham graveside. This year wild flowers from Western Australia, brought to England preserved in ice, were among the offerings placed on the grave during the anniversary celebrations. Now comes news that the City of Vancouver is launching a restoration fund for Petersham Church which, quite apart from the connection with Vancouver, is a place of many historic associations, for near by is Ham House, which was the meeting-place of the Cabal during the tenancy of the Duke of Lauderdale.

VANCOUVER Launches an Appeal for PETERSHAM CHURCH

Hill of Tarvit for the Nation: Restoring Eton College Bomb Damage

THE LIBRARY OF HILL OF TARVIT HOUSE, NEAR CUPAR, FIFE: The house, designed by Sir Robert Lorimer, has been bequeathed with the estate to the National Trust for Scotland by the late Miss Elizabeth Sharp. It is intended to use the house for courses of study for students of architecture and the Arts

THE ALLAN RAMSAY PAINTINGS IN THE LIBRARY AT HILL OF TARVIT: The house has a fine collection of pictures, and in addition to two Raeburns and three Ramsays are a group of paintings of the Dutch school showing people apparently playing golf. There is also a collection of Chinese porcelains

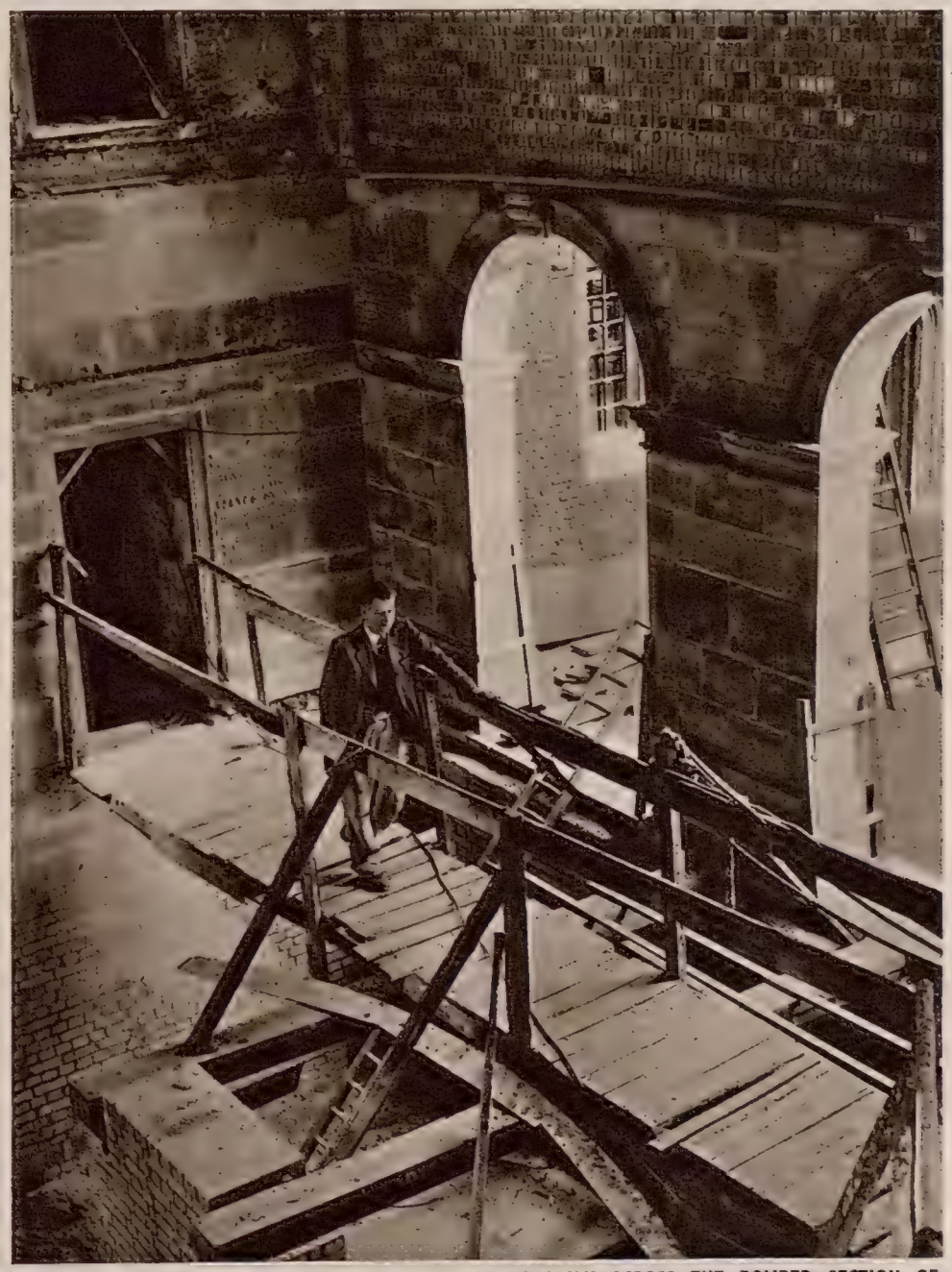
THE MAIN GARDEN FRONTAGE OF HILL OF TARVIT: The house, which has been bequeathed to the National Trust and is to be leased by the Trust to Professor Gordon Brown, Professor of Architecture in the University of Edinburgh, lies a few miles south of Cupar, Fife. There students of architecture and the Arts will go for short courses of study, and it is also hoped that foreign students will also be able to visit the mansion on holiday courses and, using it as a centre, study the architecture of Crail, St. Andrews, Culross and other Fife towns. Hill of Tarvit stands on the site of Wemysshall and was designed by Sir Robert Lorimer largely to the requirements of the late Mr. H. F. B. Sharp, partly with a view to providing a setting for the latter's remarkable collection of furniture, paintings, china, and other plenishings which still remain there and are included in the bequest. Unlike many of Lorimer's other country houses, Hill of Tarvit is not "baronial" in architectural character, but takes the form of a low, white rough-cast house set on a terrace which is enriched by balustraded flights of stone steps typical of that architect's best work in the Scottish tradition. The interior is very beautifully furnished, the greater part of the house containing Scottish and English pieces of varying dates

THE SANCTUARY OF PETERSHAM CHURCH : The church, which is to receive funds from the City of Vancouver in memory of Captain George Vancouver, dates from 1505, but was rebuilt to a large extent in the eighteenth century

THE COLE MONUMENT IN PETERSHAM CHURCH : The Coles were the Lords of the Manor at Petersham in the reigns of Queen Elizabeth and James I. Several members of the Cole family were baptised in the church. The monument is in a poor state of repair, and will doubtless be included for benefit under the restoration fund which is now being launched by the City of Vancouver

A TEMPORARY INDIGNITY FOR SOME VERY OLD ETONIANS : While the roof and walls of Upper School at Eton are being repaired the busts of celebrated members of the College are protected with sandbags. The bust on the right is that of Shelley

THE RESTORED SECTION OF UPPER SCHOOL : Work is nearing completion at the College on the war damage, and it is hoped that everything will be in order for to-day's celebrations



CROSSING THE WOODEN BRIDGE CONSTRUCTED TEMPORARILY ACROSS THE BOMBED SECTION OF UPPER SCHOOL : Some of the new brickwork and stonework can be seen on the right. In 1940, when Eton College was involved in the blitz, one or two delayed-action bombs caused a grievous gap between Upper School, built about 1690, and Lower School, completed not later than 1500. As a result of this breach, historic Lupton's Tower could be seen from the roadway for the first time for centuries. That breach has now been made good. Part of the College is contemporary with Cardinal Wolsey's work at Hampton Court

1. **NEW GATEWAY TO BRITAIN : The dockside reception station under construction at Southampton. The "Queen Mary" is seen docked at the berth opposite**

2. **CATERING FOR THE TRANSATLANTIC TOURIST TRADE : Another view of the elaborate new dockside reception station now taking shape at Southampton**

1 and 2. THE WESTERN OCEAN TERMINAL : In the days before the war, Cherbourg boasted an ocean quay and reception station which gave the traveller an impressive first glimpse of France. Neither the piers at Manhattan nor the quays at Southampton have ever really impressed the visitor. New York at least has a skyline of grand proportions to offer, but Southampton docks have a dreary bleakness, a lack of hospitality about them, which no tourist can fail to note. At last action has been taken in the matter, and the new dockside reception station, which will be ready in 1950, will, with its air of luxury, do much to ease those moments when the traveller, stepping from the comfort of the "Queen" liners, comes ashore to face the customs men and the inevitable ordeal of the passport barrier, where the alien, speedily separated from the holder of a British passport, can be made to feel so very much of an intruder.

SOUTHAMPTON'S OCEAN RECEPTION STATION

And Other Home News in Pictures

3. **BEFORE THE CRASH : A helicopter carrying cement to the dam near Portmadoc, North Wales. A few seconds later its engine failed**

3 and 4. AN INDUSTRIAL AIRLIFT WITH AN UNHAPPY ENDING: A helicopter of British European Airways has lately been used to fly sand and cement up the side of a Welsh mountain, the Cnicht, to repair the Croesor Dam near Portmadoc, Carnarvonshire. Last week, when about to land a load, the helicopter crashed. The pilot, Mr. Dennis Bryan, of Beckenham, who had made several successful trips to the dam 1,700 ft. above sea-level, escaped unhurt. An eyewitness who saw the crash declared: "The wind in the valley seemed to be troublesome and appeared to catch the machine. Mr. Bryan used the emergency electrically-operated gear to drop his load. The helicopter tilted. One wheel went over the edge of the plateau, the rotors hit the rock and broke up. The front landing-wheel hit a projecting rock and prevented the helicopter from falling into the dam. The tailpiece broke in two, and the rear landing-wheels fell off. Mr. Bryan acted very coolly in stopping the engine. He pulled open the door and got out. An ambulance and fire engine were sent for, but there was no escape of petrol or outbreak of fire. The pilot walked down a pipe-line from the mountain to the valley. He escaped with a shaking." It was the first time a helicopter had been used for an industrial "air lift." On one day the plane made seven flights with 4 cwt. of sand slung in a net under the machine. Each return journey took nine minutes, saving an immensity of toiling with heavy loads over a mile of rugged mountainside.

5. SPEED ON THE LINE : A big engineering job involving a complex track renewal at Lewisham Junction—one of the busiest intersections in the Southern Region of British Railways—was completed recently. Situated six miles from Charing Cross, the junction is a vital one, some 600 trains passing over it every twenty-four hours. The whole track layout there has been renewed, the job

BETTER CONDITIONS FOR THE MEN OF THE IRON ROAD : Ben Moodie (right), of Leith, a guard on the Edinburgh-London run, and Robert Edgar, of Edinburgh, at the hostel for railway workers in Kentish Town. When away from home on long trips, drivers, firemen and guards can get a comfortable room at the hostel for 1s. a night. There are clean sheets, and for those who snore there are rooms with extra thick walls

4. **DISASTER ON THE HEIGHTS OF CNICHT : The pilot salvaging his jacket from the helicopter which crashed near Portmadoc, North Wales**

5. **A BIG WEEK-END JOB AT LEWISHAM : Men engaged in high-speed track re-laying operations. Some forty crossings and eight sets of switches have been renewed**

6. **HEAT FOR THE FLATS OF WESTMINSTER : The new block in Antrobus Street and the accumulator which will use surplus heat from Battersea Power Station across the river**

7. **MR. STRACHEY WALKS OUT : The Minister leaving the wicket after his innings for the Parliamentary side against a Westminster side**

involving replacement of forty crossings and eight sets of switches. Much of the work was done on a Sunday, and the renewal was finished during the following week-end.

6. HEAT IS DRAWN UNDER THE THAMES : In August 1947, a Private Bill was passed through Parliament enabling the Westminster City Council to erect an accumulator tower on a housing estate in Antrobus Street, Pimlico, which will supply constant hot water to the modern blocks of flats which are being erected. Waste heat from Battersea Power Station, saving 2,500 tons of coal a year, is conveyed by pipe under the Thames to the accumulator tower, which will send hot water direct to the radiators and, in turn, through calorifiers to the taps. In time, the system will be extended to supply central heating for flats in Dolphin Square, Pimlico.

7. MR. STRACHEY CAUGHT OUT BY THE BOY FROM KATMANDU : The Minister of Food batted for the Lords and Commons team against Westminster School, the match taking place at Vincent Square, following a challenge by the boys. Mr. Strachey was caught at cover off the bowling of J. A. Cumming, by Prince Pitamber of Nepal, after ten-minutes batting. He made three runs. The result of the match was a win for Lords and Commons, the Parliamentary team scoring 88 to Westminster's 74.

8. THE MUCH-DISCUSSED ART OF HENRY MOORE : Examples of the work of Henry Moore, Britain's "modern" sculptor who won fame during the war, when as an official war artist he immortalised the life of London Tube shelterers in his famous drawings, are to be found in forty-six public galleries—in Britain, America, Sweden, Israel, Australia and Italy. Since his Hampstead studio was blitzed the sculptor has worked in a converted stable studio alongside his home, a sixteenth-century cottage at Perry Green, Hertfordshire. It is here that his works, considered by some to be the products of a "crazy modern," are conceived, born and chiselled into life. It is here Mr. Moore sculptures figures which other experts believe to be the finest examples of contemporary creative art.

9. RYE INSTALLS A NEW MAYOR : After Councillor H. L. Schofield had taken the oath of office, children in the Sussex town watched expectantly as he climbed to the balcony of the George Hotel, near Rye Town Hall, and distributed hot pennies to them. As he shovelled the coins over the balcony there was a general scramble and general cheers for the new office holder.

10. GAS FOR THE MAINS OF CHEW MAGNA : Mr. Herbert Earl Sparkes, who is alone responsible for servicing and running what is claimed to be the smallest gasworks in the British Isles, lives and works in the Somerset village of Chew Magna. His day's work begins at 6.30 a.m., when he stirs the fires which have been banked overnight, withdraws the coke from the retorts, and refuels with coal. The fuel supplies come from the Somerset collieries, and Mr. Sparkes personally loads the fuel on his own lorries and delivers it to his registered customers. The miniature gasholder supplies 2,000,000 to 3,000,000 cubic feet a year to Mr. Sparkes' customers, the consumption of coal being an average of one ton per day. In common with the rest of the country's gas concerns, this gasworks in miniature has recently been nationalised, which automatically makes Mr. Sparkes the manager of his own concern. With an increase in production, the burden of maintaining the gasworks is likely to be shared, thus giving its manager the opportunity for a much-needed holiday.

8. **HENRY MOORE AT WORK : The sculptor and draughtsman in the garden of his studio home out at Perry Green, Hertfordshire**

HELPED ON WITH A DIAMOND-AND-SAPPHIRE BRACELET : Miss Pia Hacqut, a London mannequin, getting ready to appear at the fashion and jewellery display held at the Goldsmiths Hall in the City of London by the Guild of British Fashion Designers and the Jewellery and Silverware Council. Jewellery worth £250,000 was on view, together with the latest gowns. A number of overseas buyers attended the display

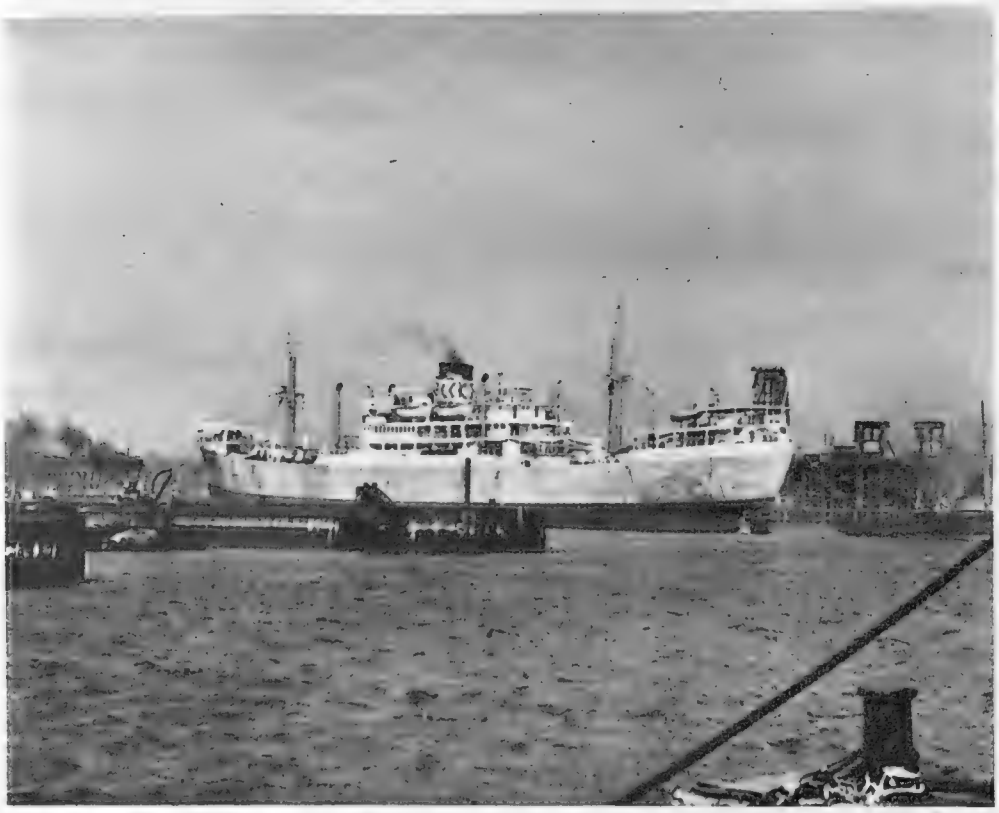
9. **HOT PENNIES FOR THE CHILDREN : Councillor H. L. Schofield, Rye's new Mayor, distributing his dole after being installed chief citizen for the ensuing year**

10. **AT BRITAIN'S SMALLEST GASWORKS : Mr. Herbert Sparkes, of Chew Magna, Somerset, weighing the coke just taken from the retorts**

NEW FREIGHTERS MAKE THEIR BOW

Three Vessels from Tyneside and Merseyside

NOW ON HER MAIDEN VOYAGE TO AUSTRALIA AND NEW ZEALAND—THE 12,000-TON "PORT AUCKLAND," A STREAM-LINED REFRIGERATED PASSENGER AND CARGO MOTOR LINER BUILT FOR THE PORT LINE BY R. AND W. HAWTHORN, LESLIE: This fine vessel, with raked stem and cruiser stern, is built primarily for carrying insulated and non-insulated cargo, but she also has accommodation for twelve passengers. The "Port Auckland" left England on May 19, after having given a good account of herself in trials during the month of April. The vessel's large cargo hatchways are served by sixteen electric cargo winches, and she has a 60-ton heavy derrick fitted to work No. 3 hatch, where all the bulkier items of cargo are carried. The accommodation for passengers, situated on the upper bridge deck, consists of eight single-berth state-rooms and two double-berth state-rooms. A lounge, card-room and bar are provided



SOUTH SHIELDS SENDS ITS BIGGEST SHIP TO SEA—THE NEW CARGO LINER "ARMANISTAN" BEING PREPARED FOR HER TRIALS BEFORE HER MAIDEN VOYAGE LAST MONTH: Launched at the end of November last year, the liner left London on May 19 for Port Said, ports in the Persian Gulf and Basra, carrying with her a general cargo and a few passengers. The "Armanistan," with a deadweight of 11,000 tons, which was constructed by John Readhead and Sons for the owners, Franch C. Strick and Company, of London, has accommodation for twelve passengers

BUILT FOR THE ARGENTINE GOVERNMENT—THE CARGO LINER "RIO BELEN" AFTER HER LAUNCHING FROM CAMMELL LAIRD'S SHIPYARDS: The new 9,000-ton liner being towed to the fitting-out basin. During the launching ceremony, performed by Mrs. Maria de les Mercedes S. de Malatesta, the vessel was blessed by a Roman Catholic priest

FLOOD and TORNADO HAVOC

FROM TEXAS TO ILLINOIS

The Trail of Disaster in the United States

May was a disastrous month in many sections of the United States with floods and tornadoes extending from Texas in the south-west to Illinois in the north. At Fort Worth, Texas, an immensity of damage was done when the Trinity River burst its banks following a cloudburst which brought down 10 ins. of rain. At Amarillo, Texas, a town of 65,000 population, a tornado struck with great violence, wrecking Tradewinds Airport. The tornado struck in the early part of the evening, when many families were away from home, either at church or at the movies. Forty or fifty houses were razed and there were eighty-two people injured. A wireless call was sent out for fifty pints of whole blood.

The most remarkable disaster in the trail of flood havoc in the United States was the uprooting of the bridge near Gracemont, Oklahoma, the flood-waters picking it up whole and setting it down 50 yards away.

THE BRIDGE THAT MOVED IN THE NIGHT: A sudden flood caused by heavy rains lifted this carriageway across Whitebread Creek, near Gracemont, Oklahoma, and dumped it down among the trees about 50 yards to the west. Local engineers who inspected the bridge next day declared it to be a total loss. The bridge was 100 yards long and it was mounted on eleven sets of piles driven into the river-bed

AFTER THE TEXAS CLOUDBURST: New and second-hand cars lying in a water-filled ditch after the floodwaters of the Trinity River had begun to recede from Fort Worth. The motor agency owning these cars suffered a total loss of £80,000, and the total damage caused by the Fort Worth flood was estimated at over £1,000,000. There were 10 ins. of rain in Fort Worth and over 10,000 people were temporarily rendered homeless by the floods

WHEN A TORNADO HAD HIT WOOD RIVER, ILLINOIS: The owner standing beside the ruins of his home, which was turned upside down. Winds of tremendous violence swept through the northern State and many serious casualties were reported

DAMAGE BESIDE THE RAILROAD TRACKS AT FORT WORTH: Soaked bales of cotton scattered about the area as the Trinity River floods began to recede. The Trinity River rises in the north-east of Texas, and flows south-east past Fort Worth and Dallas to the Gulf of Mexico

WHAT HAPPENED AT TRADEWINDS AIRPORT, AMARILLO, AFTER THE AIRPORT HAD BEEN HIT BY A "TWISTER": Airport workers inspecting damaged aircraft in a hangar following the tornado. At English Field, east of the city, the crew of the control tower saw the approaching tornado and sent a dramatic warning message over the teletype circuit. One report said that torrential rain and hailstones of golf-ball size came with the storm. For many hours Amarillo was in darkness, its power network uprooted or broken

THE £ s. d. OF DERBY DAY

The Cost of Organising the Greatest of the Classics

By CHARLES GRAVES

TO-DAY is Saturday, June 4, and it is not improbable that, for the first time in its history, the Derby will attract 1,000,000 racegoers. It is certainly the first time in living memory that the Derby has coincided with Whit-Saturday, and it is this coincidence which could be responsible for another 250,000 people above the usual 750,000.

And yet the takings will be quite unaffected. Fewer than 12,000 people actually pay to see the Blue Riband of the Turf; the rest see it "for free."

Those who pay, benefit the Epsom Grand Stand Association, the offices of which are in St. James's Street. This is a private company with 280 shareholders, who own the whole of the race-track as well as the Grand Stand, the East Stand and the ground on which the other stands, such as the Barnard Stand, the Old Stewards' Stand and the Prince's Stand are erected. In fact, the company does not own the paddock, which was leased to it by the late Lord Rosebery for £1,200 a year.

The share capital of the Epsom Grand Stand Association consists of 1,412 shares of £20 each and 33,812 shares of £6 13s. 4d. each. Its fixed assets consist of £350,000 worth of freehold land and buildings at cost, together with a few thousand pounds' worth of plant, utensils and furniture. Against this, it pays over £14,000 a year to the rates, £36,000 a year to the Race Fund, over £6,000 a year to the Police, £68,000 in Entertainment Tax, and over £1,000 a year (indirectly) to the handicapper, starter and other officials. In addition, there are such expenses as directors' emoluments, general management, advertising, repairs and maintenance which achieve a formidable total. But the gross-profit account last year was only a few hundred pounds under £200,000—of which stand tickets provide over half the revenue.

At the outbreak of war, the Grand Stand and other buildings were requisitioned by the War Office, the compensation for which has now been settled; though the work has not yet been completed owing to the difficulty of getting licences from Whitehall. The present estimate is that something between £30,000 and £40,000 will have had to be spent to get things in proper running order again. (Incidentally, the Grand Stand received a direct hit from a bomb which, however, ricocheted and burst in Tattersalls.)

No wonder that, with purchase tax, the price of boxes has soared from a pre-war maximum of £120 to the present figure of £200, £160 and £130 for the nine days of racing per annum. Each box contains eight seats, and the major problem concerning the Association is how to persuade the vast bulk of the public to go racing at Epsom not merely on Derby Day, but also on Oaks Day, Coronation Cup Day, the Great Metropolitan Stakes Day, and the other five days when the horses try to catch the judge's eye. The trouble is that the Derby completely overshadows all the other race days. And yet the Epsom Grand Stand Association annually produces a programme for three meetings, the Spring, the Summer and August. For the Spring Meeting alone it provides added money of £9,550, for the Summer Meeting £21,225, and for the August Meeting, £6,100.

As I write it is impossible to tell to what the penalties and forfeits will have amounted, but the winner of to-day's race is liable to make between £14,000 and £15,000 for its owner. Of this the added money is £4,325.

Unlike Ascot, which is non-profit-making (His Majesty takes nothing from the receipts), the Epsom Grand Stand Association has a duty to its shareholders, who received 7½ per cent. last year. The fact, therefore, that the printing bill (including badges) was £2,448 last year needs to be watched as much as the race-cards, which produced a profit of £4,539 last year. These race-cards are sold in bulk to runners, many of them boys, at 32s. a hundred, which gives the runners a rough profit of 2d. a card. In addition to the runners, however, there are a number of kiosks where uniformed commissionaires sell the race-cards at the official price of 6d.

This year the arbitrary selection by the Government of Whit-Saturday for the big race means that there will be practically no motor-coach parties leaving London for Epsom because the vast majority have already been booked for the seaside. Those coaches which you see to-day will have come from the provinces inwards to Epsom. This means a drop in the receipts for the Epsom Grand Stand Association (coaches are charged up to £13 10s. for admission). Against this there will, presumably, be a bigger sale of race-cards, though this will by no means compensate for the absence of London motor-coach parties.

The General Manager, Managing Director and Clerk of the Course is Mr. C. J. L. Langlands, successor to the late Rev. E. E. Dorling, the only clergyman who ever ran the Derby. The Secretary is Major Shortman, with Mr. L. L. Firth as Starter, Mr. Malcolm Hancock as Judge, and Major Johnson as Handicapper.

Elaborate precautions have been taken to prevent, as far as possible, the inevitable traffic jam caused by thousands of vehicles all concentrating on a single point. A coloured-label system has been introduced. Every road approaching Epsom Downs has been tabbed. Every car-park has been coloured and every applicant for car space or motor-coach space has been invited in advance to say which park is required. It should not be unduly difficult, therefore, for the police to tell the drivers where to peel off with as little jamming as possible.

Traffic control of the Derby is sponsored by the Police Force itself. The figure of £6,000 previously given merely concerns the superintendents, inspectors, sergeants and constables who keep order, prevent gang fights, overtake welshers, and generally keep the party clean once it has started. But the more one looks into the finances of the Derby the more one realises how many unconsidered trifles cost money. It will take nearly three weeks to remove the litter after this week's racing at Epsom. Between the wars the Epsom Grand Stand Association paid seventy scavengers to do the work. To-day they pay a lump sum to the borough council.

Then what about looking after the turf? After the Spring Meeting and Summer Meeting men go out in squads of six to smooth out the course. They advance by inches over the turf, doing a maximum of 35 yards a day. The procedure is to drive a fork into the ground behind a hoof print, lever it up, drop in a "fid" of turf which brings it up to the level of the rest of the ground, and then spread a little earth over it so that the grass can grow again.

Bookmakers used to secure a sub-let of a piece of ground for parking their cars or carriages in order to carry out their betting transactions. Nowadays they are licensed at the rate of 30s. a day except Derby Day, when the fee is doubled. The Association never insures against rain, although it makes a big difference to the receipts if it is fine until 11 a.m., by which time most people have started off. The premium would be too high.

For many years the catering has been done by a private firm which provides all the forks, knives, spoons and tablecloths necessary. But it is the Epsom Grand Stand Association which is responsible for the bedding for the army of stable lads and waiters. Ten men are employed all the year round to paint the Grand Stand and other buildings, the dilapidations reserve being marked up at over £13,000 last year. All these figures contrast very interestingly with those of immediately before the war, when the police cost less than half of what they do to-day, when the Entertainments Tax was one-sixth, when the Race Fund was a little over half, and when trade expenses and repairs were also less than half. Against that the sale of stand tickets was a third, boxes and stalls were nearly half (like the Club stand), and bookmakers' badges were £1,946 10s. compared with £4,850 9s. 6d. last year.

It is strange to think that a little over 100 years ago the Epsom Grand Stand Association was described as "An artificial speculation devised by a small horde of questionable characters who were not excluded from the management before great trouble and expense had been incurred." To-day it would be fantastic to associate Epsom in general and the Derby in particular with scandals, but when Running Rein had won the Derby it was later proved to have been a four-year-old. This unpleasant incident resulted in one of the most notorious law suits connected with the Turf. Another peculiar event was when a stud groom came forward with the statement that Bend Or (belonging to the Duke of Westminster) and another colt called Tadcaster had been accidentally mixed up as yearlings, with the result that it was the latter which won the 1880 Derby, and not Bend Or. It was thought at the time that the stud groom who was under notice to leave his employment was choosing this method of "getting his own back." The Stewards therefore decided against the allegation, and upheld the Course placings as the result of the race. But some people say that a comparison of the later progeny of the dams of the two horses suggested that a confusion of the two yearlings had actually occurred.

A remarkable fact about the Derby is that it is not a mile-and-a-half long. What is even more remarkable is that the late Rev. E. E. Dorling, then General Manager of the Epsom Grand Stand Association, told me that the real distance was a mile and a half and 29 yards, but Major Shortman, the present Secretary of the E.G.S.A., assures me that it is a mile and a half and 11 yards. And yet it is the difference between those few yards which alters the fortunes of millions of people and the destination of millions of pounds all over the world.

THE TOWN THAT NESTLES BENEATH THE DOWNS: An everyday scene in Epsom, not quite a country town, not quite a suburb of Greater London, and famed the world over as the venue of the greatest of the Classics. In the High Street and adjoining streets are still to be seen some of the fascinating old houses dating back to the days when Epsom, as a spa, was better known than Bath and Tunbridge Wells, when society flocked to this tiny watering-place only sixteen miles or so from the capital. The tide of prosperity ebbed when an avaricious apothecary, by name Livingstone, claimed in 1718 to have discovered a new well. It needed the Derby Stakes to bring the crowds flocking back

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"THE LADY'S NOT FOR BURNING"

Christopher Fry's New Comedy at the Globe Theatre

"I DEMAND FAIR PLAY FOR THE CRIMINAL CLASSES": John Gielgud, as Thomas Mendip, in Christopher Fry's new comedy, "The Lady's Not For Burning," at the Globe Theatre, demands the death sentence for an alleged crime. Left to right are Peter Bull as Edward Tappercoom; Richard Leech as Humphrey; Harcourt Williams as the Mayor; Richard Burton as the Mayor's clerk; and John Gielgud. In the foreground is Eliot Makeham as the Chaplain

"WAS IT FOR LAUGHTER'S SAKE YOU TOLD THEM YOU WERE THE DEVIL?": Pamela Brown as Jennet Jourdemayne tries to understand Thomas Mendip's odd behaviour. Christopher Fry's new play, *The Lady's Not For Burning*, was produced at the Arts Theatre, a year ago, with Alec Clunes playing the part of the discharged soldier who tries to get himself hanged for an alleged murder because of his disgust with life. At the Globe Theatre, John Gielgud has taken the part and Pamela Brown plays the supposed witch who is not for burning. The setting is a room in the house of the mayor of a small market town during the fifteenth century "either more or less or exactly." The mayor's peaceful life is disturbed, first by a misanthropic ex-soldier who demands to be hanged for a crime he cannot prove; second, by a bewitching young woman, accused of witchcraft, whom the townspeople demand should be burned. The story is told with wit and a considerable command of language, and all ends well when the soldier falls in love with Jennet and is saved from the gallows by the arrival of the old man whom the authorities had begun to believe he had killed

"DOESN'T MY POSITION SEEM PITIABLE TO YOU?" Jennet Jourdemayne, who is to be burned as a witch, replies to Humphrey Devize, who offers his aid in return for her love

". . . . OH, PLEASE HIT ME WITH SOMETHING ELSE": The amiable old Chaplain is threatened by Thomas Mendip with the viol, which is the old man's most treasured possession

"BUT I'M AS GOOD A MISERABLE OFFENDER AS ANY MAN HERE PRESENT, LADIES EXCEPTED": Esme Percy, who directed the comedy with John Gielgud, has an effective scene at the end

The World of Books—By VERNON FANE

WHAT TO DO UNDER GUNFIRE

Sir Osbert Sitwell Recalls His Father's Well-Reasoned Advice in the Fourth of His Autobiographical Volumes

THE first three volumes of Sir Osbert Sitwell's autobiography have earned for him not only a wide popularity, the encomiums of the critics, the accolade of the selection committee of the Book Society, but a comfortable literary award as well. A considerable public will, therefore, be awaiting LAUGHTER IN THE NEXT ROOM (Macmillan. 18s.), which is the fourth and latest volume, and in which, the publisher informs us, the author reaches the culmination of his narrative. There is a fifth volume to come which will be different in kind.

In this book the author puts the finishing-touches to his portrait of his father, Sir George Sitwell. It is a remarkable portrait, in which, although the subject appears to dominate, one is increasingly aware of the consummate cleverness which goes to the making of it. It is as if Sir Osbert Sitwell were determined to add yet one more to the gallery of those English Eccentrics so brilliantly collected by his sister, Miss Edith Sitwell. Waterton is not in it, compared with some of the things Sir George got up to.

A gem from this book is the letter Sir George wrote on the departure of his son for France in December, 1914.

"Though you will not, of course, have to encounter anywhere abroad the same weight of gunfire that your mother and I had to face here—it has been my contention for many years that there were no guns in the world to compare for weight and range with the great German naval guns, and that our own do not come anywhere near them—yet my experience may be useful to you. Directly you hear the first shell, retire, as I did, to the Undercroft, and remain there quietly until all firing has ceased. Even then, a bombardment, especially as one grows older, is a strain upon the nervous system—but the best remedy for that, as always, is to keep warm and have plenty of plain, nourishing food at frequent but regular intervals. And, of course, plenty of rest. I find a nap in the afternoon most helpful, if not unduly prolonged, and I advise you to try it whenever possible."

Sir Osbert Sitwell misses very few such points about his father. His iconoclastic attitude is only equalled by his almost reverential attitude to the contemporary members of his family.

The Master of Trinity is another fortunate who, from an eclectic plane, has achieved immense popularity with the reading public. In AN AUTOBIOGRAPHY AND OTHER ESSAYS (Longmans. 12s. 6d.) Mr. G. M. Trevelyan reveals that his *English Social History* has sold well over 392,000 copies, while a close runner-up has been his *History of England*, with 200,000.

"This brief record of my life," he says (it is a bare fifty-one pages long), "written by the man who knows most about it, will satisfy beforehand any possible curiosity on the subject." The Master of Trinity may be a little too modest in all this, since there must be a great number among the vast concourse of his readers who would be curious to know as much as possible about so eminent an historian and distinguished a descendant of the great Macaulay.

We begin to see that the road he was to take was marked from the moment when he left Seeley's presence boiling with rage, having been told that "history was a science and had nothing to do with literature" and that "Carlyle and Macaulay were charlatans." The traditions of the great Whig historians were dominant and, for all that he was to follow in the steps of Acton, the line was clear.

Colonel Melvin Hall has been a long way, seen a lot, and come back to his adopted country of France to write about it. The result is JOURNEY TO THE END OF AN ERA (Werner Laurie. 12s. 6d.), an autobiography in which vigour takes the place of subtlety, and a zest for life encourages the memory along adventurous paths. Colonel Hall was born in the United States, in Vermont, a locality which does not exactly sympathise with coddling, and where an independent spirit is a necessary part of a man's mental equipment. His highly colourful experiences included military missions to Turkey and Rumania. He stayed long enough in the latter country to form the opinion that "there was never a dull moment among the Rumanian Royal family," and moved briskly on his way. In his capacity as an American officer, he took part in the Normandy invasion, where he was wounded. He now lives in a village in Burgundy, which in itself seems like some kind of a reward for valour.

GEMS OF CERAMIC ART IN THE EIGHTEENTH CENTURY: *Left*—Spanish porcelain of about the year 1765. *Centre*—Chelsea porcelain of 1755, and (*right*) German porcelain from the Meissen factory (1735-1740). These three examples are illustrated in W. B. Honey's "European Ceramic Art" (Faber and Faber. 63s.). Mr. Honey, Keeper of the Department of Ceramics of the Victoria and Albert Museum, covers the period from the end of the Middle Ages to about 1815. The book, magnificently bound and illustrated, has been planned as the first volume of a comprehensive dictionary. It will also be an encyclopædia, in the sense that it will provide readily accessible information on all branches of the ceramic art

MAGIC IN THE DISTANCE (Hutchinson. 21s.) is a chronicle of five generations in the family of the Stuart Wortleys, from 1689 to 1891, and has been written with both authority and affection by a lady who married into that family and now lives in the ancestral home of Highcliffe Castle, in Hampshire. Mrs. Violet Stuart Wortley has, apart from a remarkable aptitude for research, a clear sense of what may be effective in such an account, and writes sometimes in a wistful, sometimes in a judicious spirit of her husband's forbears.

There is mild and likeable fun in Miss Stella Gibbons' new novel, THE MATCHMAKER (Longmans. 10s. 6d.). In the present story, the author has chosen as setting a remote little Sussex community, always with the same positive denial of the romantic situation, and has enlivened it with a farmer, his suburb-loving wife, a brassy land-girl, two Italian prisoners, and an officer's wife with three children. It is this pretty, still-young mother who gives the book its title, for she is, in the intervals of cooking and housework, incorrigibly interested in the matrimonial prospects of her female friends, and she attempts, in a way that might well be called bossy, to fix the land-girl up with a proposal of marriage from one of the Italians, and her visiting friend Jean with a similar proposal from a rather forbidding chicken-farmer in the neighbourhood. Miss Gibbons' book is readable to a degree, and contrives to be sensible at the same time, while the children of the story are as real as the children one knows, generally loves, and sometimes and justifiably resents. A delightful book, and one to recommend.

There must be something in the early June air which draws forth reminiscences, stories and, indeed, romances with a central subject of rock, ice and mountain climbing. I have this week read three novels on the subject.

FIRST ON THE ROPE (Methuen. 10s. 6d.) is a novel by M. R. Frison-Roche, which has been translated from its original French by Janet Adam Smith, and which deals not only with climbing, but with the life of a guide in Chamonix. It is exciting to read for its action.

Mr. J. M. Scott's novel of mountain adventure, THE WILL AND THE WAY (Hodder and Stoughton. 9s. 6d.), has the same flavour of authenticity, though it is written with more humour and with a delight in the thrill of an adventure in which climbing and exploring are enough in themselves, without any deep motive.

NORTH FACE (Longmans 9s. 6d.) is a more sober affair altogether, and although there are climbing scenes in it, knowledgeably and meticulously described, they are only incidental to the plot, which concerns the difficult love-affair of a man and a woman, both of whom have been deeply hurt in other romantic exploits. Mary Renault writes with sensitivity.

ANTIQUE DIVERSIONS

An Important New Volume for the Collector

Those treasures which Mrs. Malaprop called "articles of bigotry and virtue," which are so hard to assess in the antique shop because our knowledge in the present generation is inclined to be lacking, provide the subject of an excellent new volume by G. Bernard Hughes entitled COLLECTING ANTIQUES (Country Life. £2 2s.). In his twenty-eight chapters, Mr. Hughes covers a wide field, particularly in the matter of metals, textiles and ceramics. His chapter on Pontypool and Usk Japan Ware typifies the throughness of his research into the technicalities of industrial crafts and processes, and the story of how the Allgoods made japanning upon tin a thriving industry in the eastern valleys of South Wales, keeping their process secret from the whole world and finding their customers in the Courts and capitals of Europe, is one that will vastly entertain the collector. Fire-dogs and Firebacks, Decanter Labels, Candle-snuffers, Toby Jugs and Willow Pattern, Old English Maps, Chinese Jade and Baxter prints are among the many other subjects dealt with at length. Mr. Hughes's treatise on the fascinating diversion of collecting is almost certain to evoke a call for another volume on the same lines.

The last and most moving of Socrates' discussions with his friends while awaiting death in his prison cell, discussions upon the soul's immortality, upon the manner of life after death, are contained in Plato's PHÆDO. This new translation by Desmond Stewart (published at 7s. 6d. by Euphorion Books) conveys effectively Plato's simple, unblunted language and his message. The *Phædo* represents the philosopher's lifelong quarrel with bodily desires, and, at the time when Plato wrote it, there is no doubt that he believed sincerely in a conscious personal existence after death. How the greatest of the ancient philosophers handled this vast theme must always be of abiding interest. Mr. Stewart's Foreword, wisely eschewing the jargon of the modern philosopher, is a helpful introduction to this adventure in the realm of ideas.

Messrs. Collins have made their own characteristic contribution to political education by publishing at one and the same time three new companion volumes in their "Britain in Pictures" Series, THE LABOUR PARTY, by William Glenvil Hall; THE CONSERVATIVE PARTY, by Nigel Birch, and THE LIBERAL PARTY, by R. J. Cruikshank. Each volume is priced at 5s., and all three are first-rate value for money. The three writers have approached their subjects rather differently. Mr. Cruikshank has written a short history of the Liberal Party, eschewing, for the most part, the paths of propaganda. He does pause to insist, however, that Liberalism is not a middle way between Conservatism and Socialism, but a different way. Mr. Birch, in his survey of the Tory Party, writes more in the vein of the political pamphleteer, and in common with the pamphleteer his omissions are significant, notably in relation to the fruitful years of Liberal rule before the 1914-18 war. He lets us know, at any rate, what most of the young Tories to-day are thinking. Mr. Glenvil Hall has a shorter tale to tell, the Labour Party having come into being at a conference of Trade Unions and Socialists in 1900. Mr. Glenvil Hall touches only lightly upon Labour Party policy. He shows in very clear form, however, the events in the Party's growth since 1906. Here, indeed, is ideal fare for the political dilettante and, with an election less than twelve months ahead, it is well-timed indeed.

Among the latest reprints we can welcome the return of three well-tried and diverse favourites. ÆSOP'S FABLES (Euphorion Books. 6s.) are presented according to the seventeenth-century translation of Sir Roger L'Estrange. Thackeray's THE ENGLISH HUMORISTS OF THE EIGHTEENTH CENTURY (Grey Walls Press. 10s. 6d.) appears in a superbly-bound edition. Thackeray's abiding love of the eighteenth century emerges in every line of these lectures on Pope, the sublime satirist; Gay, the happy-go-lucky; Addison, the master stylist; Swift, the misanthrope; and Sterne, the jester. Thackeray is indeed a mine of information about the life and times of one of the greatest literary periods of English history. Last, but not least, is Oscar Wilde's THE IMPORTANCE OF BEING EARNEST (Grey Walls Press. 9s.). The drawings of Sheila Jackson adorn a text that never seems to stale.

WINNING CHESS (Faber and Faber. 12s. 6d.), by Irving Chernev and Fred Reinfeld, is a well-devised plan of operations for the beginner wishing to improve his game It breaks down the monster combinations of chess into simple, basic, easily recognisable elements.

Frances Dale, a cook-hostess inured to post-war domestic difficulties, concentrates on simple dishes among her 1,000 recipes in THE PRACTICAL COOK (John Lehmann. 12s. 6d.). This is an imaginative effort, and some of the notes on kitchen equipment are not the least of its virtues.

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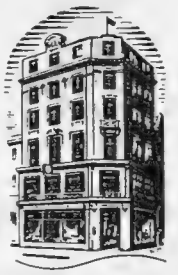

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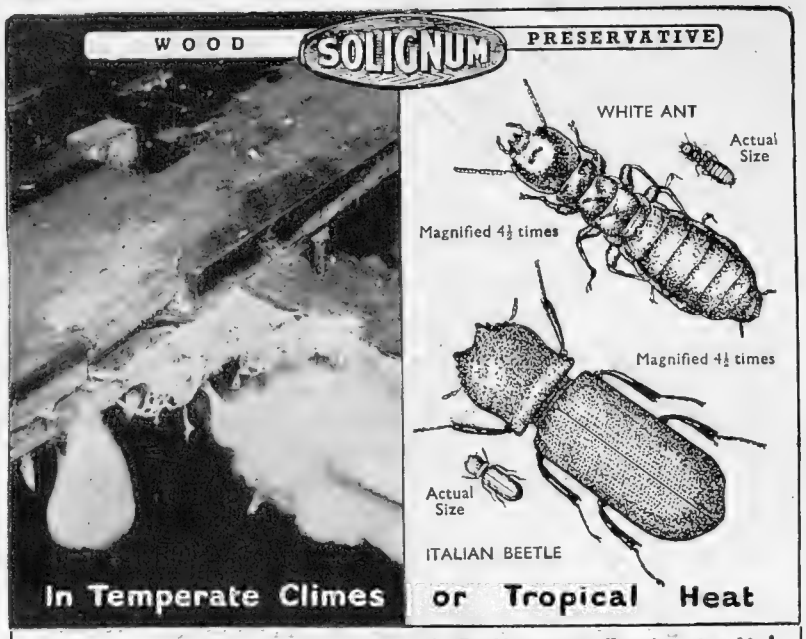

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William Gossage's

name is generally associated with the mottled soap he patented in 1857. Not so well known, but far more important, were the "towers" which he invented in 1836 to absorb the hydrogen chloride evolved during the manufacture of alkali by the Leblanc process. This gas, liberated in increasing quantities as the industry expanded, caused great damage in the neighbourhood of alkali works. By converting it into hydrochloric acid, Gossage not only ended what was becoming a dangerous nuisance, but enabled an important mineral acid to be made cheaply and in enormous quantities from what had been regarded simply as industrial waste.

Born in Lincolnshire in 1799, William Gossage spent his youth assisting his uncle, a chemist and druggist in Chesterfield. He then went into business for himself in Leamington, but gave it up to start a salt and alkali works at Stoke Prior, Worcestershire. In 1850 he moved to Widnes, Lancashire, where he made soap as well a alkali. His inventive powers seemed inexhaustible. Starting in 1823, his patent followed each other in a continuous stream for over forty years. Nearly all wer concerned with improvements in the manufacture of heavy chemicals, and some were fa ahead of their time. For example, owing to engineering difficulties, his method of recovering the manganese dioxide used in making chlorine did not come into use until thirty years after he invented it. Gossage died at Bowdon, Cheshire, in 1877. His practical genius played a very important part in developing the British heavy chemical industry.

ICI

TWO best sellers by one of the most popular Sweet authors of our times. One, a romance of six delicious fruit liqueur centres entitled "New Berry Fruits," with particular emphasis on the real gooseberry flavour. The other, "Chocolate Caramels," also published by Meltis, describing a sweet which is smooth and creamy under its fine chocolate coating—something you can really get your teeth into!

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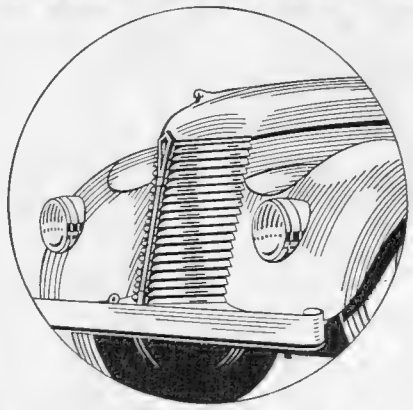

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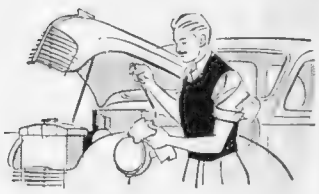

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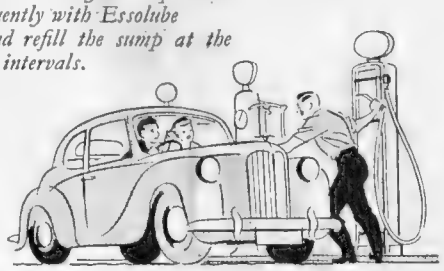

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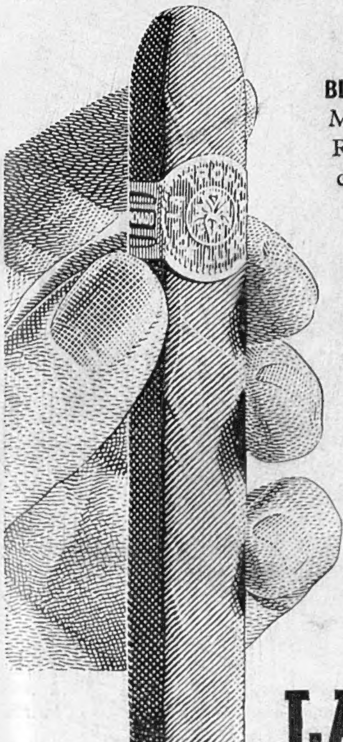

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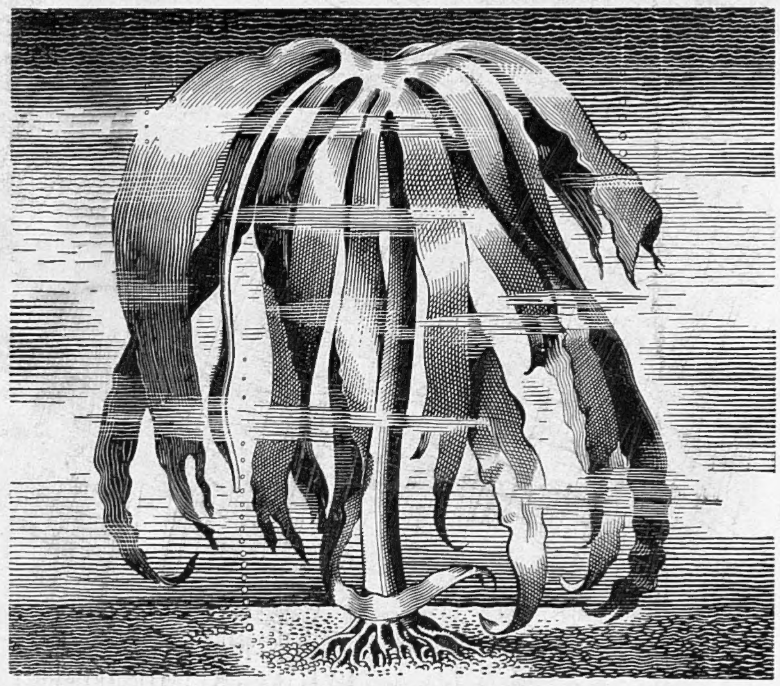

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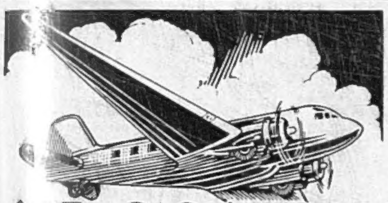

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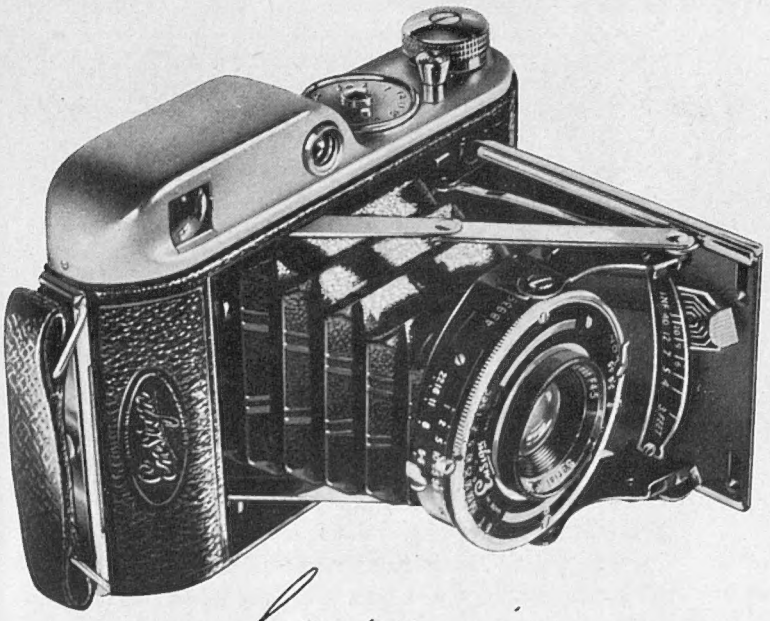

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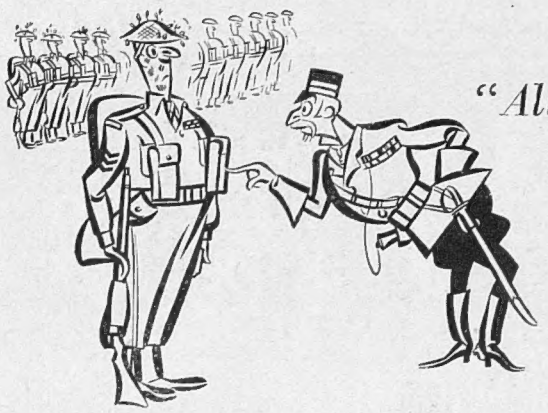

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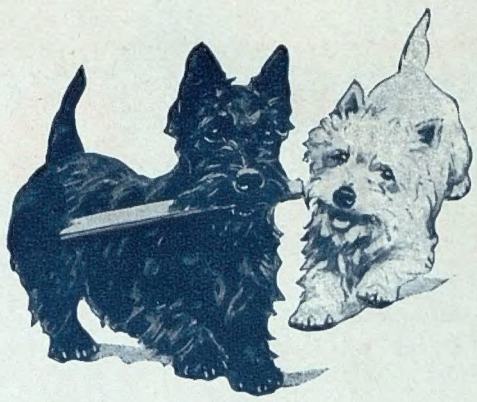

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